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TIME-TABLE.

WEEK DAYS.

7.00 a.m.	to 8.00 a.m.	Every 15 minutes	
8.00 „	to 10.00 „	„	10 „
10.00 „	to 11.00 „	„	15 „
11.30 „	to 12.45 p.m.	„	15 „
12.45 p.m.	to 1.15 „	„	10 „
1.15 „	to 1.45 „	„	15 „
1.45 „	to 2.15 „	„	10 „
2.15 „	to 5.00 „	„	15 „
5.00 „	to 8.00 „	„	10 „

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8.50 p.m. and 9.00 p.m., 9.30 to 11.00 p.m. Every Half-Hour.
11.00 p.m. to 11.45 p.m. Every Quarter-Hour.

SUNDAYS.

7.30 a.m.			
8.00 „	to 10.30 a.m.	Every 15 minutes.	
10.30 „	to 11.00 „	„	10 „
11.30 „	to 12.00 noon	„	15 „
12.00 noon	to 1.00 p.m.	„	10 „
1.00 p.m.	to 5.30 „	„	15 „
5.30 „	to 6.00 „	„	10 „
6.00 „	to 6.30 „	„	15 „
6.30 „	to 8.00 „	„	10 „

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TIME-TABLE.

On and after TUESDAY, 5th JUNE, 1917, until further Notice.

DOWN TRAINS.

Stations	No. 2 Through Express.	No. 5 Local.	No. 7 Through Slow.	No. 9 Local.	No. 11 Through Express.	No. 13 Through Express.	No. 17 Local.	No. 19 Local.
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
CANTON (Tai Sha Tau) dep.	7.25				12.25	4.10		
SHEK LUNG .. dep.	8.49		11.16		1.40	5.35		
Shum Chun .. dep.	10.29	8.05	4.30	11.46	3.20	7.10	6.16	9.06
Sheung Shui .. dep.	—	8.12	4.37	11.53			6.22	9.13
Fanling .. dep.	—	8.16	4.41	11.58			6.25	9.16
Taipo Market .. dep.	—	8.25	4.52	12.08			6.33	—
Taipo .. dep.	—	8.33	4.58	12.14			6.36	9.27
Shatin .. dep.	—	8.44	5.12	12.24			6.46	—
Yaumati .. dep.	—	8.56	5.25	12.36			6.57	—
Hung Hom .. dep.	—	9.02	5.32	12.42			7.02	—
KOWLOON .. arr.	11.06	9.08	5.38	12.48	4.00	7.50	7.08	9.52

Saturdays and Sundays only. Saturdays only. Saturdays excepted.

UP TRAINS.

Stations	No. 4 Local.	No. 6 Through Express.	No. 8 Through Slow.	No. 10 Local.	No. 12 Thro' Express.	No. 14 Local.	No. 16 Local.	No. 20 Thro' Express.	No. 22 Local.
	a.m.	p.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Last Ferry leave ... H.K.	6.35	7.55	8.16	10.18	11.55	1.15	1.55	3.15	5.05
KOWLOON dep.	6.50	8.05	9.30	10.23	12.10	1.25	1.49	3.30	5.18
Hung Hom .. dep.	6.54	—	9.36	10.28	—	1.29	1.52	—	5.22
Yaumati .. dep.	7.00	—	9.43	10.40	—	1.36	1.58	—	5.27
Shatin .. dep.	7.11	—	9.56	10.52	—	1.48	2.09	—	5.38
Fanling .. dep.	7.37	—	10.22	11.17	—	2.14	2.34	—	6.04
Sheung Shui dep.	7.40	—	10.25	11.22	—	2.18	2.37	—	6.07
Shum Chun .. arr.	7.45	—	—	11.28	—	2.23	2.41	—	6.12
dep.		8.50	11.00		12.55			4.16	
SHEK LUNG dep.		10.35	5.10		2.33			6.06	
CANTON, (Tai Sha Tau) .. arr.		11.45	5.24		3.40			7.16	

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Shataukok	arr.	9.15	12.20	3.50	Fanling arr.	11.00	2.20	6.00

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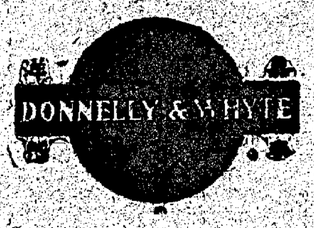
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SWATOW NOTES.

[FROM OUR OWN CORRESPONDENT.]

Swatow, June 18th.

SWATOW HOSPITAL.

The Swatow Hospital report this year is, if anything, more interesting than usual. The number of patients attended to is over nineteen thousand. People will be surprised to learn that diphtheria was an unknown disease in the Swatow region some years ago, but that it is now a regular cold-weather visitant. A very prevalent disease in the neighbourhood, especially among the farming classes, is hook-worm. The report states that about 70 per cent. or 80 per cent. of the farmers are infected with these parasites, which drain away the patient's blood and interfere with the absorption of nourishment. A few cases of leprosy have been submitted to a treatment recommended by Dr. Heisser, of Manila, and good results have been attained.

The money for an X-ray apparatus here has been subscribed and the installation will be effected some time this year. It is a pleasure to record that this most desirable addition to the equipment of the Hospital is due to the efforts of two Chinese gentlemen, Mr. Kee Buan Sun and Mr. T. M. King.

Towards the expenses of the Hospital the foreign community have contributed $3,318, and the Chinese $5,233. The total expenditure amounted to $13,843.

THE CENSOR'S HEAVY HAND.

The censor has laid his hands heavily on the native Press. As far as possible the people are to be kept in ignorance of what the Government is doing. No news expressive of disaffection amongst the Provinces is allowed to be published. Provinces deciding for independence must not be announced. This is in order to prevent disturbing rumours of any kind that would tend to create disaffection. The general and dauyin have both issued the above instructions.

MILITARY MOVEMENTS.

News is current that the military are busy moving troops towards the Canton-Fukien frontier—that Canton is not only being asked to declare independence but will be forced to do so. Canton is peaceably inclined and wants to be left alone. It evidently strongly supports the President, and is therefore hoping that the designs of the late Prime Minister will be thwarted.

BLOCKING A RIVER.

Conduct worthy only of Bedlamites occurred here the other day. It is reported that some known, but unnamed, persons belonging to Chhin-hai called in the service of boats to get a sufficient number of stones, wherewith to block the river-way behind the town, where the Han river debouches into the sea. The extraordinary thing is that the authorities allowed such a thing to be done. It is recognised as law in China that continuous right of waterway is permissible in the case of a river that touches your territory at any point. Chhin-hai has evidently forgotten the rule, for certain of her citizens claim absolute right to do as they please with an important waterway which happens to end its course within their county.

OPIUM PROHIBITION.

The following drastic rules have been issued with regard to trafficking in opium:—The penalty for smuggling or secretly selling opium is capital punishment; anyone under the age of forty years caught taking opium will be expelled the country; anyone over the age of forty guilty of smoking or taking opium is liable to imprisonment for ten years with hard labour.

THE SALT TAX.

People are grumbling because of the heavy increase of the Salt-tax, which has now gone up 45 cents a "burden," which now costs $1.25.

ADVANCE IN THE PRICE OF JAPANESE COAL.

A further advance in the price of coal is announced; the quotations for best quality on the Yokohama and Tokyo markets now rule at Y.20 per ton. In 1915 the price of coal in Yokohama and Tokyo was Y.7 per ton. At present stocks in Wakamatsu and Moji amount to only 160,000 tons, while in the corresponding period of 1915 and 1916 the stocks were 900,000 and 280,000 tons respectively. Since the United States has entered the war the supply of coal from America to Hawaii, the Straits Settlements and other places in the South Pacific has been suspended, and Japanese exporters anticipate the receipt of large orders from those quarters.

A FIELD DRESSING STATION.

In a certain sector in France there is a little village about a mile from the firing-line. Though the signs of hostile shell-fire are on every hand in the ruined houses and disordered paving of the long main street, the village has suffered much less damage than many other villages much further removed from the trenches, and, when the moon shines an illusive radiance on the place one could almost imagine that a contented population slept in these silent homes.

In a building a few doors away from the cure's lofty house a dressing-station is located. A shell came and blew away the face of what had been a large shop, and in the pend so formed British soldiers built a dug-out of "Trench iron." True and strong, the big curving iron sections were laid and bolted together, and on the top many layers of sandbags were placed, battened down by piles of loose bricks from the ruined houses close by, and everything was done that honest workmanship could do to guard the stricken from further harm; and then the medical staff moved in with all their stores and fittings, and the dressing-station had come into being.

The inside of the dressing-station resembles a section of a tube railway tunnel. It is long enough to allow three stretchers to be placed lengthwise along either side, giving plenty of floor-space for the Medical Officer and his assistants to move about in, or for housing extra stretchers. On two of these stretchers on either side of the big paraffin stove, the R.A.M.C. sergeant and the doctor's orderly sleep at night. The end wall behind the stove is taken up by a broad bench containing basins and bottles and medical instrument cases, while the shelves above are packed with the requisites of first-aid dressing and the treatment of ordinary trench ailments. At the other end of the dug-out is the doorway, which leads into the street, and is carefully traversed to prevent the entrance of flying splinters, yet wide enough to admit of the easy passage of a stretcher and its bearers.

During quiet times up the line life in the dressing-station is fairly peaceful. The sick—if there are any—report each morning for medical attention, and slight casualties come down to stay here under observation. More serious cases are carried down from the trenches by the four company stretcher-bearers to receive preliminary treatment, and at night a big silent motor ambulance will steal up and carry them off to the casualty clearing station further down the line. That very serious cases are sometimes brought in is shown by the presence of a dug-out—the mortuary—next door, where the dead are carried to await burial.

But when an attack takes place the quiet of the dressing-station is rudely disturbed. The floor space is taken up by stretchers containing badly wounded men, surrounding shelters are pressed into a like service, while the mortuary contains many silent forms. The medical staff never rest from their task of rendering aid, and while the serious cases receive the utmost attention, the long string of wounded outside, who have walked or crawled down from the firing-line, are not neglected. The field dressings, which every soldier carries, have already been applied to their wounds either by themselves or by their comrades—and the way in which the wounded help each other is a thing wonderful to see—and, unless urgently requiring attention, these dressings are untouched, and the men are passed down by ambulance, or on foot if they are able to walk.

Whether in the midst of the storm or during the lull, the affairs of the dressing-station pursue their predestined course. In times of stress, there is bustle but no confusion and in times of quiet no symptoms of slackness creep. In Suffering there is in plenty, and the place has seen more of tragedy than any of the ancient homes of England; but it has seen the other side of the picture—a doctor calmly ministering to the wounded despite the roar of battle without and the deadly weariness numbing his senses; a padre sick with horror quietly comforting the stricken and speeding the souls of the dying; and, above all, scores and scores of men, ordinary sort of fellows in ordinary life, bearing untold anguish with a fortitude surpassing belief, cracking a feeble joke though the lips that frame the words twist with the pain of the effort, whose last thoughts are not with themselves and their sufferings but with the loved ones at home.

MANCHESTER AND THE FAR EASTERN TRADE.

An effort is being made by the Manchester Chamber of Commerce to secure a regular service of steamers to continue as much of the cotton goods trade to the Far East as the war requirements of the Government will permit. The Chamber has issued a circular to shippers inviting them to send particulars of tonnage required for goods already packed and goods due for April shipment; and, second, tonnage required for goods under contract month by month for May and onwards. In order to secure uniformity in the returns, shippers were requested to base their calculation on "3½ packages and [or] £125 as the average equivalent of one ton of 40 cubic feet (say eight tons equal £1,000)," and returns should be made in the following order:—Bombay and Karachi Calcutta, Madras, Rangoon, China (including Straits Settlements and Hongkong), Japan and Java.

THE EXPORT OF GLASS FROM JAPAN.

The export of glassware from Japan during last year amounted in value to Y.10,327,400. The figures, compared with those of 1912, show an increase of Y.7,229,400. Since the beginning of the present year the shipments have been very brisk, and it is generally anticipated that this year's trade will show an increase over last year.

HOW THE PATROL COMES IN

"THE NIGHTHAWKS."

[BY JACKSTAFF.]

The return of the "Nighthawks," a name by which the Navy patrol is known, usually occurs about seven bells in the forenoon watch (11.30 a.m.).

An oddly assorted lot are these hawks. On the edge of evening one may watch them vanishing seaward. And their going has about it an air of furtiveness, as though they wished to get away as unobtrusively as possible for their nocturnal flight. Knowing whither they are bound, and why, one feels that the suggestion of stealth in their movements fits well with the occasion. While darkness holds, the nighthawks are sentinels on the deep. Hither and thither they fly, scouting warily for an enemy who is even more elusive than themselves.

A hard, exacting duty, full-spiced with danger. Upon the thoroughness with which the nighthawks perform it largely depends the safety of our soldiers crossing the sea. Though wings may grow weary battling with storm and eyes ache from intent peering into the darkness there can be no "easing up," no respite until the vigil has ended. Break of day means only greater watchfulness, for the mists and half lights of that period favour the sneakish foe. But as the sun climbs in the heavens the strain lessens. When morning has well advanced their task ends, and the nighthawks turn their heads joyfully towards home.

One after the other they wing back gaily. No discernible trace about them now of the prowling mood of over-night. In place of it they show in their demeanour an evident satisfaction with duty well done. A fine, inspiring picture, too, their homecoming makes.

The first glimpse one gets of it takes the form an on onward rushing wall of white foam, above which towers a dark object capped by a cloud yet darker still. As it hurries nearer the dark object gradually reveals itself as a destroyer with smoke pouring from her funnels. Approaching the harbour channels the destroyer turns slightly, and a string of brightly coloured bunting floats out from her mast, thus announcing her identity to the watchers in the forts. Right on she goes, pays her respects to the Port Admiral's flag in passing; then ties up for a rest after her night of labour. More destroyers follow in her wake. One after another they leap over the line of the horizon and come pelting onward, growing with almost magic rapidity from mere specks into full-hulled bulk; "make their numbers," and disappear into the haven. So the game of "follow my leader" continues with fascinating swiftness until all the "flyers" have spun by.

A brief interval, then one discerns the oncoming loom of a stumpy projection with a seethe of tumbling water all round it. This soon proves to be the conning-tower of a submarine. Behind it a line of similar "stumps" trails away in perspective until the last one shows only as a dot in the distance. But in a very brief time the submarines, too, are passing right under one's eyes, each of them fluttering out her "visiting card" as she glides home.

Quickly other craft follow, some of them strangely shapen, uncanny seeming, and difficult for the uninitiated spector to class. Possibly a fussy little motor-launch or so pushes in. Then come the "doughpunchers," as Jack calls them—those high-prowed, high-pooped, slow-moving but indomitable workers, the trawlers. Stolidly and sturdily they trudge by—just as stolidy and as sturdily as they have plodded over their "beat"—the very personification of calm, unflinching courage which no perils can daunt.—*Daily Mail.*

BRITISH DOMINIONS YEAR BOOK.

The British Dominions General Insurance Company, Ltd., have adopted an admirable form of propaganda. In addition to a well-printed calendar, which shows Britannia watching over representatives from her various Dominions in the fighting-line, the Company has published "The British Dominions Year Book," an illustrated volume containing over three hundred pages, which bears the impress of careful preparation and is a mine of most valuable information. The book does not attempt to supersede "Hazell's" or "Whitaker," but aims rather to supplement them, and, in a distinctive manner, combines some of their chief features with those found in the *Daily Mail* Year Book. There are several maps printed in colours which have been specially drawn for the Company, one showing the possible influence of the Panama Canal upon the world's trade, another the chief industrial districts of Europe, and so on, while among the special articles are "A Business-like Empire," by Sir Leo Chiozza Money, M.P.; "British Opportunities in Russia," by Louis A. Rojansky; "The Economic Outlook for Germany," by Y. Ellis Barker; "How the British Army is Organised for War," by Henry Neville; and many others of equal interest. The book will prove a very useful addition to the work of reference which the war has already called forth.

The agents of the British Dominions General Insurance Company in Hongkong are Messrs. J. M. da Rocha, who will distribute copies of the year book on application.

EXPORT OF JAPANESE PENCILS.

There is a growing demand for Japanese pencils abroad. The shipments during 1914 were only 9,190,000 pieces, valued at Y.48,000, while during last year 168,000,000 pieces were shipped, valued at Y.1,248,000. The export trade this year is expected to show a still further increase.

CAVALRY PATROL.

[BY H.B.C.P.]

In the cavalry lines there was great excitement, for some weeks rumours had been going about concerning the Boche intentions, and the gunners had been almost offensively jubilant over their daily work. The line had been talking darkly of the great push and mildly discouraging things had been said about cavalry being an obsolete arm. The winter had been a trying time for the horses and the frosts had made exercise difficult, but taking it all in all, the men and horses were in the height of training and the long course of combined operations in open fighting with the various resting and reinforcing brigades had kept up general efficiency to a wonderfully high level.

The men were keen—deadly keen—for none of us had had a sniff at a Uhlan since 1914, and all the fighting they had was a few odd spells in the trenches when acting as infantry reinforcements. The reports of mounted work in Egypt and Mesopotamia had stirred up considerable envy, malice and uncharitableness, and every mounted man held that the modern war of position was a damnably unsporting affair.

CALL FOR CAVALRY.

Events moved quickly, and the whole of the mounted troops were wild with expectation. At last came the order to move up nearer to the line, and for the first time since 1914, large bodies of cavalry were practically in touch with our own firing line. When the order came for two squadrons to furnish patrols to go forward with the infantry, excitement reached fever heat and jealousy crystallised to the point of a fiery interchange of compliments between the lucky troops and those whom fortune had delayed.

The troop rode out across the shell pitted fields and across our own trenches by means of special light transportable bridges. Halfway up they met a pontoon bridging train of the R.E. bound for Peronne.

That was the first really authentic confirmation of the fall of the town that the men had seen, though a myriad-rumours had extended the Boche retreat to towns well off the military maps.

No-man's-land is a bit of bad going; shell craters, mud, strands of torn barbed wire, and all the beastly impedimenta of a localised battlefield. But beyond the Boche second line trenches the going was better, the holes fewer, and the roads clearly distinguishable.

Our shells were passing overhead and far in front of us, Boche shrapnel was spraying certain marked points where our advance was pressing forward. Working and fatigue parties were going up, wounded coming down. No matter how badly hit they were, the sight of cavalry seemed to cheer them, and we learned that German cavalry were also out covering the rear of the retreat.

The effect of this news upon the men was electrical. They had hoped to kill Boches, but the prospect of contact with the Uhlans filled them with joy, for it meant opportunity for sword and lance work at their own particular foes; the men they had outmatched in 1914.

IN SIGHT OF THE ENEMY.

At last the troop was well beyond the German third lines and in the open country to the rear beyond the zone of shell destruction, and amid the abandoned bivouacs of the enemy. The sound of rifle and machine gun fire ahead grew more noticeable. Another mile farther on we trotted through a company of infantry who had deployed in open order and knew that before us were only a few of our own patrols—and then the Huns Curving round the side of a hill and avoiding the crest, we got our first touch of fire, for half a mile away a farm house was being held by a few infantry and machine guns. Our orders were clear, held posts were to be left to the infantry. Our job was to push on, round up stragglers, cut off retreating parties, and keep in touch with the enemy. The country was curiously desolate, and except for the smoke cloud from burning villages and the incessant shell fire, it was very like manœuvres. Lines of Uhlan men were deployed across the fields, here a platoon working its way down a stunted hedgerow, there a runner coming up with messages. The air was keen with frost and sound travelled well. One heard the voice of the officers as clearly as if they were close beside one. In front was a clear space of fields. On the order the troop deployed, and increasing pace, pricked our way across the open. Away to our right flank shrapnel was bursting over a road, but we extended at wide intervals and moving across the open seemed to be unperceived.

Suddenly there was a cheer from the advanced section, and they broke into a gallop-ahead, half a dozen Uhlans had broken cover from a small orchard, and were pelting away down a road as fast as they could go. One of our flank patrols had seen them too, and rode like hell across country to cut them off. From behind us, somewhere on the high ground, an infantry patrol opened fire with a Lewis gun and bringing down the leading Uhlan bunched the others in confusion. For a moment they wavered; then the gun caught them again and they scattered just as our flank patrol came over the crest and down upon them. One of the dismounted Uhlans dragged his carbine from its bucket under his dead horse, and fired twice before our men were on him. He rolled over like a rabbit before the sword thrust. Of the others only one got away, three were wounded and prisoners. Our troops came up, and halting at a ruined hamlet, we searched for the snipers, while the O.C. wrote a message. Placing this inside a captured Uhlan helmet he sent it to the rear, where it eventually reached the Colonel, who read—"At 7.15 a.m., March 16th the—Hussars came into contact with the enemy's cavalry patrols at X—. Herewith the 'brush,' the first since 1914."

CORRESPONDENCE.

THE PERILS OF A PATCHED-UP PEACE.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—The worst of Mr. McGuigan and men of his kidney is that they consistently ignore the most important factor in human affairs—human nature. They talk as if everything went by rule and rote, as if the same consequences always followed the same causes, and the same circumstances always produced the same results. They think, but they think in a grove; they will not keep an open mind; and they usually have some obsession—in fact, they are "cranks." Most people must, I think, like myself, on reading Mr. Guigan's very first letter said to themselves:—"Here is a crank of the first water; sooner or later we shall see the cloven hoof." Well, we have now seen it. Mr. Guigan rides a tilt against the British aristocracy or "privileged classes." He is welcome to, but this unfortunate prejudice of his disqualifies him for the task of attempting to guide public opinion on the complicated question of how to deal with Germany after the War. It is a task which might well dismay bolder men than Mr. McGuigan, but, of course, it does not dismay him. I only want to ask him whether he would rather that we should impose our will on Germany (not the Germans), or that Germany should impose her will on us. I am no dialectician, and cannot hope successfully to chop logic (even cheap logic) with your persistent correspondent. I think, as a matter of fact, we are all about "fed up" with Mr. McGuigan, and that, since we know what he is really out for, "this correspondence might now cease" and your columns be closed to him on this subject. At any rate, as already suggested, you might tax him for the privilege of further airing his views. I enclose the usual $10, and beg to again sign myself.—Yours faithfully,

F.E. D'U.P.

There once was a man of Hongkong,
Whose views were decidedly strong,
All hints he ignored,
By those who were bored
By reading his letters, so long.

His name had an all-British ring,
But his sentiments—German, real thing—
He loved all the Huns,
Disliked Britain's sons,
Said ruin our victory would bring.

He insulted those high in the land,
Who gave up their lives—noble band—
To help on the fight
For freedom and right,
And German oppression withstand.

We long for that happy release,
That to all Hongkong will bring peace,
When one happy morning,
We read the glad warning—
"This correspondence must cease."

D.

THE PRAYER-CHAIN NUISANCE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—The enclosed anonymous absurdity was received through the post by my wife, who has been afflicted in a similar manner on five or six occasions.

In order that the gifted author may devote his or her talents and materials to a more useful purpose, I would ask you to publish the effort in your columns with an intimation that the charm is broken.

I am credibly informed that the custom of passing on such circulars to ward off calamities is prevalent among the superstitious and uneducated Chinese, and my informant expressed great astonishment on learning that it is practised by enlightened foreigners.—Yours faithfully,

S. H. DUTTON.

"'O God, through our Lord Jesus, we implore Thee to bless all Mankind, keep us from evil, and take us at last to dwell with Theo in that home, where we can praise Theo eternally.—AMEN."

"This prayer was sent to me, and it is to be sent all over the world. Copy it and see what will happen. It is said that in time, all who rewrite this will be delivered from all calamity—and all who pass it by will meet with misfortune. Those who copy it 9 days will on the 9th day receive some great joy. So as not to break the charm, write, and sign name."

MOTORING IN NARROW STREETS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—Owing to frequent accidents arising from the speedy driving of motor cars in narrow and crowded districts, I think the Government should issue regulations limiting the speed of all motor-cars when passing along such streets. Special and repeated attention has been drawn in your valuable columns by several correspondents to the road from Arsenal Street to Wanchai Market, which is always crowded with hawkers, workmen, children and ricshas, yet the motors continue to run freely at high speed instead of going dead slow to avoid the many accidents that have taken place of late. The marked absence of police to check these abuses afford chauffeurs the opportunity to travel at what speed they like. The horns are often sounded too late to avoid an accident, as the cars cannot stop instantaneously and people are apt to get confused.

It is high time that drastic measures were taken against the chauffeurs or the owners of the motor-cars.—Yours faithfully,

ATTENTION.

Hongkong, June 21st, 1917.

CHINESE HERITAGE CUSTOM

INTERESTING EVIDENCE BY MR. S. B. C. ROSS IN A MURDER CASE.

Yesterday, in the course of the murder trial which is proceeding at the Hongkong Criminal Sessions, the Attorney-General, who is prosecuting, asked for permission to call Mr. S. B. C. Ross to speak as to Chinese heritage custom. The accused was the adopted son of the woman he was alleged to have murdered, she had property, and there was the question of motive.

The Chief Justice remarked that it was not really a question of custom or law; it was simply a question of inquiring into the prisoner's mind.

The Attorney-General—It is a question of proving an external fact which may have affected his mind.

Mr. Ross was then called. He said that he had been district officer at Taipo for some years and had had to administer Chinese custom in relation to law.

The Attorney-General—On the death of a widow owning land, and leaving an adopted son and a brother, to whom would the land go on her death?

Mr. Ross—The widow would have a life interest, and on her death it would go to her adopted son; it would not go to the brother.

Questioned by Dr. Cheng, Mr. Ross said that assuming the widow had grandsons, which were the children of the adopted son, the property would still go to the latter. The widow would only have a life interest, but, when the property passed to the son he had absolute interest. He would have the same interest as if the land had been left to him by his father.

Mr. Ross added that he had registered over 30,000 documents relating to land. He admitted that the laws and customs he had followed applied to his own particular district, but it was the universal custom in China that the land, etc., should go to the son to the exclusion of all females, or the next male heir. On the death of a husband the property went to his male heirs; the wife only had a life interest, and when the husband died the property went to his sons, or adopted sons, and the wife was allowed maintenance. It was the Chinese custom that upon the death of a husband his property was immediately vested in his sons, and the wives and concubines were entitled to maintenance. Mr. Ross added that when no live male heir could be found, the property was vested in the nearest ancestor. He had known a case where a man had died, left property, and no male heirs could be found. There was a meeting of the elders, and as a result of their deliberations it was decided that his property should be vested in his nearest male ancestor; the ancestral funds benefitted as a result. It was always understood that where an adopted son was left, as in this particular case, that the property went to him.

MURDER OF A STEP-MOTHER.

SON GIVES EVIDENCE AGAINST HIS FATHER.

The hearing was resumed at the Hongkong Criminal Sessions yesterday of the case in which a young Chinese is charged with the murder of his adopted mother, at the small village of Tsin Wan.

An old widow, who knew the deceased woman, said that when she arrived at the house, after the accused stated that the deceased had fallen from the cockloft, she saw the body of the accused's mother lying in the kitchen. The body was covered with blood, and one of her earrings was on the floor close to the body. This witness added that the deceased and accused appeared to be living on good terms until recently, when they commenced to have rows.

Cross-examined by Dr. Cheng (defending) witness said that she had never seen the deceased and accused quarrelling, but she knew that there was bad feeling created by the fact that the accused would not do any work.

A fisherman of Tsin Wan village, who lives next door to the accused's house, said that on the day of the alleged murder he went into the house and saw the body of the deceased lying in the kitchen. There was much blood about, and he saw the prisoner wiping the blood from the body of his mother.

Questioned by the Chief Justice, this witness adhered to his statement that he saw the accused wiping away the blood from his mother's body. He added that the son seemed distressed, and that he was crying.

Asked if the blood on the accused's clothing could have been caused by his wiping away the blood, witness said he could not say that.

The daughter of the deceased woman spoke to going to the house and finding the body of her mother in the kitchen. Decensed's clothes were changed by the accused; she saw him doing it.

The Attorney-General—Why should he change the clothing?—Because he had killed her and had to change the clothes.

How do you know he killed her?—I heard someone say so.

Witness added that the accused and her mother were always quarrelling; they were quarrelling all the year round. The reason why they quarrelled was because the accused would not do any work. It was not unusual for the accused to change the clothes of his dead mother; there were no women present to do it, and thus he had to do so. It was also customary for a son to cry over the dead body of his mother, even if he had killed her, as the accused had done.

Several other villagers also gave evidence, on similar lines. One witness, an opium seller, said that when he told the accused that the (witness) had been told that he had killed his mother, the prisoner exclaimed, "It is not so, it is not so," and then he commenced crying.

The twelve-year-old son of the accused was also called and when asked by the Attorney-General who was the man in the dock he said—"It is my father." He did not know when his grandmother died, but he remembered her dying. He had been to school all day, and when he came back his grandmother was dead; she was lying on her back near the kitchen. He saw his father (the accused) move the body; he carried the body to the front of the house.

Questioned by Dr. Cheng, the boy said that on his way home from school he met his younger brother in a lane. The latter was crying and said that his father had struck grandmother.

After the tiffin adjournment the only witness of the alleged murder, the accused's eight-year-old son, was put into the witness-box.

Some discussion arose as to whether a child of such tender years could be relied upon to speak the truth, and the Chief Justice tested the boy. His Lordship asked the boy if he knew why his father had been brought to the Court.

The boy replied—Yes, father committed a murder.

The Chief Justice—In England a boy like this would be asked if he knew where he would go to if he told a lie, but you cannot very well do that with a Chinese boy who is not a Christian.

Dr. Cheng then suggested the following question, which was put by the Chief Justice—Supposing you do not speak the truth, what do you fear?

(Continued at foot of next column.)

The boy replied—I shall be put in gaol.

The Chief Justice—That is a very sound answer. I think he shows sufficient capacity.

The accused's little son was then led in his evidence by the Attorney-General, as follows:—

Who is the man in the dock?—It is my father.

Did you see your grandmother die?—Yes, I saw her die. I saw plenty of blood on her face.

Where was she?—She was lying near the stove in the kitchen.

What caused the blood on her face?—Blows were struck.

Did you see them struck?—Yes.

Are you quite sure?—Yes, I am quite sure.

Who struck the blows?—Father.

Did you see what he struck the blows with?—Yes.

What was it?—It was a chopper. The boy added that he was standing near the stove when the blows were struck, and after it had happened he went out of the house crying.

P.S. Macdonald spoke to being called to the house of the accused and finding four persons and a dead body. The dead body was lying in the front room, on the floor. The body was dressed in new black clothing. He examined the body and found the injuries described by Dr. Smalley. Two persons, including the accused, were kneeling near the body, and both were crying. He searched the place, and on top of a hen coop he found a blood-stained chopper. He also found a piece of firewood behind the kitchen door. The wood was also blood-stained. Witness examined the stairway leading to the cockloft, but found no blood-stains. He took the accused to the police station and put a guard in the house. There appeared to be blood-stains on the prisoner's clothing.

The hearing was adjourned until to-day.

SHIPPING NEWS.

JAPANESE SHIPPING LOSSES.

Fourteen Japanese steamers, aggregating 57,374 tons, have been sunk by enemy submarines since the war began.

CHARTERING RATES IN JAPAN.

The Mitsui Bussan Kaisha, it is reported, are showing extraordinary activity in the shipping business and this is held responsible for the continued upward tendency in charterage. Charterage rates went up 10 yen during the last month. This is, no doubt, an exceptional phenomenon. With this upward tendency there is still a scarcity of vessels and only three Japanese ships will be available for new contracts for deep-sea services in September next. Then charterage rate will go up to 35 yen, according to one authority.—*Ex.*

A 2,000 PER CENT. DIVIDEND.

In a recent issue we reported that the Chuyetsu Steamship Company had declared a dividend of 2,000 per cent., which seemed somewhat big even in these days of enormous shipping profits, (remarks the *Japan Chronicle*). From a later report it appears that one of the three large steamers owned by the company was sunk by the Germans some time ago, and the shareholders of the Company decided to dispose of all the ships possessed by the concern and go into liquidation. The Company therefore sold all its vessels and other property, and, deducting from the proceeds of the sale all the liabilities, a balance of Yen 1,920,000 was left for distribution among the shareholders. The latter were paid Yen 1,000 for each Yen 5 paid-up share and expressed themselves quite satisfied even though the Company was dissolved.

It may be noted that a similar course is being adopted by some other Japanese ship-owners, who evidently consider the prevailing high price paid for ships justifies the selling of their property and the sinking of the money thus obtained in some other business (adds our contemporary). One of Kobe's new shipping millionaires recently sold the few ships in his possession, and realised nearly 10 million *yen* though he paid less than half that amount when he bought them.

DEATH OF THE IRISH FOUNDER OF OSAKA IRON WORKS.

Kobe papers report the death of Mr. E. H. Hunter, one of the oldest residents of the port and a pioneer of its trade.

Mr. Hunter was born at Londonderry, Ireland, in 1843 and arrived in Japan in 1867. He founded a shipbuilding yard at Sakurajima, near Osaka, which has now become the Osaka Iron Works and one of the largest shipbuilding yards in Japan. In recognition of his services to Japanese shipbuilding he received the Fifth Order of Merit, and six months ago a bronze statue of the founder was erected at the Works.

INTIMATIONS

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SANITARY REFRIGERATORS

CONSTRUCTED OF HEAVY SHEET METAL.

WILL KEEP FOOD SWEET WHOLESOME AND HEALTHFUL.

WILL KEEP PROVISION CHAMBER COLD PURE AND DRY.



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THERE IS NOT ONE PARTICLE OF WOOD USED IN THEIR CONSTRUCTION, THEREFORE THERE IS NOTHING TO WARP, SWELL, DECAY OR BECOME MOULDY.

18

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SUPERIOR TO ANY GERMAN LAGER BEER EVER BREWED.

BRITISH THROUGHOUT.

Brewed in Great Britain. Bottled by British Labour.

OBTAINABLE AT:—

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PRICES DUTY PAID.

QUARTS—$20.00 per case of 4 dozen. or $5.10 per Dozen.

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Admitted to be the Best Lager Beer brewed.

FRESH STOCKS JUST ARRIVED.

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NEW CHEAP LINES

— IN —

LADIES' WHITE SHOES,

$4.50 $5.00 $6.50 PER PAIR.

ALL SIZES.

ALSO

A FEW ODD SIZES. OF LAST YEAR'S STOCK.

SIZES	USUAL PRICE	
2. 2½. 3½. 6½. 7.	12.50	14.50
	TO CLEAR 2.50	6.50

(19)

INTIMATIONS

NOTICE.

THE OFFICE of CHINESE MARITIME CUSTOMS for Kowloon and District will be CLOSED to Public Business on the 23rd instant (5th day 5th moon), being the date of the Summer Holiday.

C. THORNE,
Deputy Commissioner in charge, temporarily, Kowloon and District.

York Buildings,
Hongkong, 20th June, 1917. [757

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE MATTER of the Estate of AHMEDBHOY HABIBBHOY, late of Bombay, in the Empire of India, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of The Probates Ordinance 1897 (No. 2 of 1897), made an Order limiting the time for sending in Claims to or against the above Estate to the 26th day of June, 1917.

All Creditors and Claimants are hereby required to send their Claims to the Undersigned by the above date

Dated the 6th day of June, 1917.

G. A. HASTINGS,
Administrator,
8, Des Voeux Road Central,
Hongkong. [733

NOTICE.

NATIONAL CASH REGISTER.

ARCHIE WONGWAI, expert mechanic from its factory, Dayton, Ohio, is now in charge of the Cash Register business in Southern China.

AMERICAN TRADING Co.,
General Agents.
MONTEZ & Co., LTD.,
Representatives,
16A, Des Voeux Road Central,
Hongkong. [686

RUSSIAN 5% INTERNAL LIBERTY LOAN 1917.

Subscription to the LIBERTY LOAN is Opened at THE RUSSO-ASIATIC BANK, Hongkong, from date to the 26th June, 1917.

The price of issue is 85 per cent.

The Loan is free of Income Tax and other taxations.

The Loan is issued for 55 years and will be redeemable at par by yearly drawings beginning in December, 1922.

The Loan may be reimbursed at par after the 29th March, 1927.

Coupons are payable half-yearly on the 19th March and the 29th September.

Interest on the loan runs from the 29th March, 1917—interest from that date to be added to the price of issue.

Special favourable rates will be quoted for Russian Exchange.

Applications will be wired to Petrograd free of telegraphic charges and Bonds will be forwarded free of postal expenses.

The Bank is ready to give every facility to subscribers in the shape of advances against the Bonds.

G. TISDALL,
Manager,
[609

NOTICES TO CONSIGNEES

S.S. "PORTHOS,"
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from Havre, &c., in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 23rd inst., at NOON, will be subject to rent and landing charges

All Claims must be sent in to me on or before the 27th inst., or they will not be recognized.

All damaged packages will be examined on FRIDAY, the 22nd inst., at 10 A.M.

No Fire Insurance has been effected.

P. THOMAS,
Agent.

Hongkong, 17th June, 1917. [2

NOTICE TO CONSIGNEES.

JAVA-CHINA-JAPAN LIJN

JAVA-PACIFIC LIJN.

THE Steamship

"TJIKEMBANG"

having arrived from SAN FRANCISCO, Consignees of Cargo are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claim will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd June at Noon will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 29th June, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th June, at 10 A.M., by the Company's surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN.

Hongkong, 19th June, 1917. [755

AUCTIONS

G. R.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

ON WEDNESDAY AND THURSDAY, the 27th and 28th June, 1917, at 10 A.M. each day, at H.M. Naval Yard, and at the Kowloon Depôt,

The Sale of OLD and SURPLUS VICTUALLING STORES, also at the Kowloon Depot, will commence on THURSDAY, 28th instant, about at 11 a.m.

OLD AND SURPLUS
NAVAL AND VICTUALLING STORES,

Comprising:—

OLD AND SURPLUS NAVAL STORES:—One Coal Lighter (carrying capacity 150 Tons), Various Ships and Boats Fittings, Fan Engines, Canvas Hoses, Coir Cordage, Paperstuff, Canvas Rags, Old India Rubber, Boat, Oars, Fir, Carpets, Rugs, Blankets, Bedsteads, Electric Cable, Old Steel Tubes, Old Iron and Steel, Mineral and Olive Oil, Gas Cylinders, &c., &c.

OLD AND SURPLUS VICTUALLING STORES:—Provisions, Seamen's Clothing, Blankets, Officers' Mess Traps (A quantity of Electroplated Articles and Table Linen), Implements, Seaman's Mess Utensils, Cooperage Articles, Oak Staves, &c., &c.

Terms of Sale:—As detailed in the Catalogue. Catalogues will be issued.

HUGHES & HOUGH,
By Appointment Auctioneers to the Admiralty.
[758

PUBLIC AUCTION.

THE Undersigned has received instructions from the Liquidators of Messrs. JESSEN & Co. in pursuance of an order of the Hongkong Government to sell by public auction at 12 o'clock (NOON) on TUESDAY, the 31st day of July, 1917, at his Sales Rooms, Duddell Street,

THE VALUABLE LEASEHOLD PROPERTY situate at The Peak, Hongkong, and being RURAL BUILDING LOT No. 19,

IN ONE LOT.

The Property Consists of:—

The piece or parcel of ground and premises known as "Lysholt," 104, The Peak, situate near Mount Gough, in the Colony of Hongkong, with an area of 124,032 square feet and registered in the Land Office as Rural Building Lot No. 19.

The Lot is held for the unexpired residue of a term of 75 years created therein by an indenture of Crown Lease dated the 23rd day of April, 1896.

The Annual Crown Rent is $85.00.

For further particulars and conditions of sale apply to

MESSRS. WILKINSON & GRIST,
Solicitors for the Liquidators,
or to the Undersigned,
GEO. P. LAMMERT,
Auctioneer.
[597

PUBLIC AUCTION.

THE Undersigned has received instructions from the Liquidator of Messrs. WITZEL & Co. in pursuance of an order of the Hongkong Government to sell by public auction at 12 o'clock (NOON) on MONDAY, the 27th day of August, 1917, at his Sales Rooms, Duddell Street, Hongkong,

All the piece of ground situate at Yaumati, Kowloon, in the Colony of Hongkong, and registered in the Land Office as KOWLOON INLAND LOT No. 209,

IN ONE LOT.

The property consists of a piece of ground abutting on Battery Street and Fourth Street (near the Praya) in Kowloon and contains an area of 4,600 square feet.

The Lot is held for the unexpired residue of a term of 75 years created therein by an Indenture of Crown Lease dated the 4th day of May, 1888.

The Annual Crown Rent is $60.

For further particulars and conditions of sale apply to

MESSRS. HASTINGS & HASTINGS,
Solicitors for the Liquidator,
or to the Undersigned,
GEO. P. LAMMERT.

Hongkong, 23rd May, 1917. [683

G. R.

NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in person at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Applicants will be required to produce Passports or identification papers.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916.

Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding $50.

58

FOR SALE.

BAGS OF USED ASIATIC POSTAGE STAMPS.

400	Stamps for	$0.50	2000	Stamps for	$1.00
500	" "	0.60	3000	" "	2.80
1000	" "	1.00	4000	" "	3.70
1500	" "	1.50	5000	" "	4.50

GRACA & CO.,
No. 4, WYNDHAM STREET,
464 Hongkong.

HOUSES TO LET

TO LET.

SHOP to Let in Alexandra Buildings.

Apply to—
SECRETARY,
A. S. WATSON & Co., LTD.
[708

TO LET.

NOS. 3 A & B, ROBINSON ROAD

Apply to—
DAVID SASSOON & Co., LTD.
[623

TO LET.

1 NEW HOUSE in Conduit Road. Ready for occupation. Also 1 GODOWN in Duddell Street.

For rent and other particulars apply to—
H. M. H. NEMAZEE,
1 Des Voeux Road.
[402

TO LET.

A FIVE-ROOMED HOUSE, with Tennis Court, in Minden Villas, Kowloon.

A FLAT in Nathan Road, Kowloon.

Apply to—

HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.
[638

TO LET.

OFFICES at 2, Connaught Road Central.

OFFICES in King's and York Buildings.
HOUSES to Let, Wongneichong Road.
HOUSES in Clifton Gardens, Conduit Road.
HOUSES in Broadwood and Moreton Terraces.
HOUSES on Shameen, Canton.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY Co., LTD.
[38

TO LET.

NO. 12, BEACONSFIELD ARCADE SHOP.
No. 2, MERION, No. 5, THE PEAK.
No. 7, BELILIOS TERRACE.
4-ROOMED FLAT at the Peak (separate entrance).
KELLETT CREST, 66, PEAK.
No. 26, BELILIOS TERRACE, with entrance on Conduit Road.
TWO GODOWNS, in Duddell Street.
No. 2, DES VŒUX VILLAS, 51, PEAK (Unfurnished).

Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
30

WANTED.

BY Married Couple, a FURNISHED FLAT or BUNGALOW on the Peak or on May Road Level, from the 1st November.

Apply—
Box 19,
Care of "Daily Press," Office.
[752

WANTED.

OFFICE at the Central Location.

Apply to—
FURUKAWA & Co.,
20, Des Voeux Road Central.
[703

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Homeward Mail Steamer, carrying His Majesty's Mails, will be despatched from this port as usual, taking Passengers and Cargo for the above Ports. Passengers' accommodation in the connecting vessel secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding via Bombay to Marseilles and London.

Parcels will be received at the Office until 3 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates, etc., apply to

E. V. D. PARE,
Superintendent.
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For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Average for 36 years.

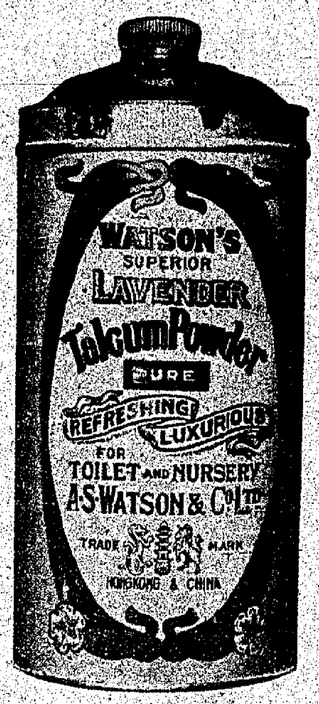
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Is rapidly becoming as popular as our well-known Lavender Water, Blended with the Purest and Softest Powder, is the Sweet Fragrance of Lavender, and the Effect on the Skin is Delightfully Cooling and Soothing.



1-lb. Size Price $1.00.

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TELEPHONE 16 [12

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The Daily Press.

HONGKONG, 22ND JUNE, 1917.

AIR RAIDS AND REPRISALS

THE lull which was observable in the air-raids upon England as a consequence of the increasing success of the measures devised for dealing with Zeppelins has given place lately to renewed activity, aeroplanes having been substituted in all cases except one for the more vulnerable airships. In addition to considerable damage to private property, there has been grievous loss of life and limb among civilians. In the attack upon Folkestone at the end of last month seventy-six were killed and one hundred and seventy-four were injured. In the raid upon Essex and north-west Kent the casualties numbered twelve killed and thirty-six wounded. As the result of the attack upon London, a week later, ninety-seven people were killed and four hundred and thirty-nine were injured. On each occasion the victims included many women and children. It is, of course, only natural that the indignation and horror created by this continued massacring of the innocent and helpless in open towns should give rise to a demand for reprisals such as that which was voiced at the Opera House a few days ago by a crowded meeting presided over by the Lord MAYOR of the City. At the same time it seems pertinent to ask what exactly is meant by reprisals. It is not surely intended that we should deliberately imitate the brutal and insensate behaviour of the enemy and engage in a campaign of cold-blooded murder. Apart from the grave moral objections to such a course, it may be doubted whether it would exercise any deterrent influence upon the German Higher Command. Certainly it has not produced the demoralising effect upon the English that its authors anticipated, but, on the contrary, has served to steel their resolution to continue the war at all costs until a crushing victory is won. In any case we could not enter into competition with the enemy in savagery with any prospect of success. The Germans have shown that they are capable of sinking to any level, and one enormity would follow another until we should, for very shame, be compelled to call a halt. The use of gas by our armies in France may be cited as a precedent for the policy now advocated, but that was a military necessity, not an act of revenge, and, even so, we chose a gas which, while it served its purpose of rendering men *hors de combat*, did not subject them to unnecessary suffering. Whatever may have been the provocation, we have never trained our artillery on hospitals or our naval guns on drowning men, nor have we starved and ill-treated our prisoners. If those who ask for reprisals merely desire that some effective form of punishment should be visited upon the enemy it is difficult to know what more can be done than is being done already. It must not be forgotten that it is a much simpler matter for the Germans to carry out an air-raid upon the east or south-east coast of England, with Belgium as a base of operations, that it would be for us to drop bombs upon inland towns in Germany. Airships have shown their unsuitableness for such work, and the distance to be traversed is too great for aeroplanes. Even the seaplane raid which we carried out in March of last year on the Schleswig coast proved unsuccessful and three of our machines were captured. To attempt the feat from France would necessitate flying over the German lines and exposing an air squadron to risks disproportionate to the results likely to be achieved. But for all this it would be a mistake, as Mr. BONAR LAW reminded his interrogators the other day, to assume that air-raiding is confined to the enemy. Our air forces in France raid the German communications and other military objectives behind the line, and, with the progressive improvement of our machines, the selection of longer-range objectives becomes more and more practicable. So far, our activities have been directed against points of military value. Since the beginning of the present month British naval aircraft have repeatedly bombed Ostend, Zeebrugge and Bruges, and the aerodromes at St. Denis-Westrem and Nieuwmunster; while, in conjunction with our allies, we have heavily bombed Ghent, damaging the railway and destroying Carel Freres' great munition works. These operations have been highly successful from a military point of view and, therefore, are far more damaging to the enemy than the indiscriminate throwing of bombs on defenceless towns could be, while at the same time they are justified by the rules of civilised warfare.

A married woman living at Kowloon City has reported to the Police that on the evening of the 19th, nine men entered her dwelling, and, after telling her not to make a noise they ransacked the place. Someone blew a police whistle and the men made off, but they took with them an earthenware money box containing $10 in silver.

The Dockyard Recreation Club held a well-attended whist drive on Wednesday night. The first prize for ladies was obtained by Mrs. Harrison with the high score of 177, the second by Mrs. Windebank, and the 3rd by Mrs. Deane. C.Q.M.S. Reakes, R.E., was the winner of the first prize for men, followed by Sergt. Frost, A.S.C., and Stag-Sergt. Thornton, R.E., Mr. A. B. Allan was the M.C.

An extraordinary incident occurred last night at the Victoria Theatre, where a variety concert was being held in aid of the Portuguese School Fund. Two ladies and a gentlemen got into what were stated to be reserved seats, and, in spite of the persuasive efforts of several officials, the manager, and a special constable, apparently refused on any account to move. The commencement of the concert was very much delayed as a consequence, and the audience became somewhat impatient. It was nearing 10 o'clock when Mr. Blake, the manager of the theatre, appeared before the curtain and explained the situation, adding that unless the three reserved seats were vacated the concert could not be allowed to proceed and the money would be refunded. He stated that it was contrary to his licence to proceed in the circumstances. Shortly afterwards, however, in spite of the fact that the seats were still occupied by the same people, the concert began.

For carrying an excess of passengers on board the launch, a Chinese coxswain was fined $100 by Commander Beckwith yesterday.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges with thanks a donation of $100 to the Funds of the Hospitals from Chui U Tin.

THE PORTUGUESE SCHOOL FUND.

LAST NIGHT'S BENEFIT CONCERT.

With the object of aiding the Portuguese School Fund, a benefit concert took place at the Victoria Theatre last evening. The concert, which was of a variety nature, was held under the distinguished patronage of H. E. the Governor (Sir Henry May, K.C.M.G.), H. E. Major General Ventris, Commodore H. G. G. Sandemann, R.N., Col. John Ward, M.P., and Mr. E. V. M. R. da Sousa (Portuguese Consul). There was a large attendance, the theatre being completely filled, which, in view of the laudable nature of the object of the concert, was gratifying. The programme included both sentimental and humorous songs, remarkable examples of legerdemain, a Bransby Williams study by a very versatile member of the Middlesex Regiment, and selections by the accomplished Sociedade Filarmonica. Each of the entertainers did well, all the soloists being called upon to give encores. The audience was a most enthusiastic one, and the concert proved thoroughly enjoyable in every way. The programme was as follows:—

Overture, Sociedade Filarmonica. Recitation, "A Inglaterra," Mr. Bruno Rocha. Song, "O Sonho," Mr. E. G. d'Aquino, accompanied by Mrs. F. X. V. Ribeiro, Illusionist and Card Manipulator, Mr. Morlee. Song, "Sentinel," Mr. F. Latymer. 'Cello Solo, "The Broken Melody," Mr. Lous Meo. Song, "Little Girl," Miss Violet Bonnetto. Song, "I Saw Six Short Soldiers Scrubbing Six Short Shirts," Mr. A. B. Allan. Overture, Sociedade Filarmonica. Song, "Moonlight in Mayo," Miss Violet Bonnetto. Crane, "The Tramp at the Piano," in Montague Tigg, Weary Willie and Tired Tim Abroad, Adelphia Melodrama, and "Come my Hero"—From "The Chocolate Soldier." Song, "I'm leaving a song for X'mas," Mr. A. B. Allan. Violin Solo, "Allegro Brilliante," Mr. J. Meo. Song, "Life is but a Song," Mr. F. Latymer. Musical Trio, "Concerto Selected," the Bros. Meo and G. Crane.

The Collard piano which was used was kindly lent by the Anderson Music Co., and the stage decorations were kindly supplied by Messrs. Komor & Komor. Those responsible for the concert were the following, who formed the Entertainment Committee:—President, Mr. Bruno Rocha; Vice-President, Mr. A. C. Rozario; Hon. Secretary, Mr. J. C. D'Almeida; Hon. Treasurer, Mr. F. J. da Luz; Committee.—Messrs. V. S. Monteiro, D. C. Baptista, J. S. Rodrigues, and R. D. Baptista.

MOTOR-CAR FATALITY.

CHARGE OF MANSLAUGHTER.

At the Hongkong Magistracy, a Chinese chauffeur in the employ of the Far Eastern Garage was charged with the manslaughter of a Chinese boy named Chan Kun-wan, aged nine years, by knocking him down with motor car No. 43 in Queen's Road West, on the 18th inst.

Dr. H. Macfarlane spoke to making a *post-mortem* examination. There was a large fracture of the skull. The cause of death was hemorrhage, following the fracture.

Trooper A. Connor, of the Police Reserve, said he heard a police whistle blown and saw a crowd rush to the car. He found the deceased lying on the ground. Life was extinct. The car had evidently passed over the lad, who was lying some ten feet behind the car.

Inspector O'Sullivan gave evidence detailing the position of the car when he saw it, and also the position of the body.

Eye-witnesses spoke to the boy running in front of the car, and, after further evidence, the case was adjourned.

GERMAN QUAYS SEIZED IN U.S.A.

The U.S.A. Government has seized for war purposes all the docks and piers of the Hamburg-American and North-German Lloyd Lines in Hoboken, opposite New York. The docks are well guarded and are to be used for accommodating the shipping of German's enemies.

THE WAR.

GERMANS HEAVILY COUNTER-ATTACK IN WEST.

GREAT ITALIAN SUCCESS.

NEARLY A THOUSAND PRISONERS.

REVOLUTIONARY MOVEMENT IN AUSTRIA.

GERMANY EXPLOITING WORLD'S WAR WEARINESS.

Franco-Belgian Front

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

BRITISH FRONT.

LONDON, June 20th.

Field-Marshal Sir Douglas Haig reports:—We recaptured the posts eastward of Monchy-le Preux from which the enemy drove us on Monday.

The enemy last night heavily bombarded northward of the Souchez River, three times unsuccessfully counter-attacking the position he lost yesterday.

LATER.

Field Marshal Sir Douglas Haig reports:—We completely repulsed the enemy's fresh counter-attack northward of the Souchez River.

The weather did not favour flying yesterday. Our aeroplanes co-operated with the artillery with good results. Two German aeroplanes were brought down. Two of ours are missing.

FRENCH FRONT.

PARIS, June 20th.

A *communiqué* states:—The enemy at night-time strongly bombarded our positions from Ailette to Laffaux mill.

There was great reciprocal artillery firing at Mont Tetu, in the Mont Cornillet region. Our fire scattered and threw back to its own trenches a German attack.

MORAL OF THE GERMAN ARMY.

LONDON, June 21st.

Reuter's Correspondent at the British Headquarters reports:—Although much has been written on the decline of the German *moral*, which is not borne out by tangible results, still, when the statements of prisoners from all parts of Germany are unanimous on definite points on the subject, these statements may fairly be taken to reflect what is generally being said and felt in the Fatherland and Army. One fact which they bring out is that the Germany Army is not so ignorant of "the truth" as is generally imagined. It is in much the same mood of depression as at the end of the Somme fighting.

The prisoners are quite specific regarding the grounds for gloom, and their information appears quite up-to date. They say the German Army now realises that submarinism is not succeeding, that Russia is not making a separate peace, and that America means business. They also are under no illusion regarding the significance of the Messines victory. The captured Bavarians declare that nothing but iron discipline holds the forces together, and that even this may not always prove infallible. They also admit that when ordered to counter-attack recently they showed such disinclination that they had to be stiffened by the "sturmtruppen."

The bitterness between the troops from the different States is marked, the Prussians being almost openly hated. The man-power problem is acute, the presence of the eighteen-year-olds in several divisions being established. Moreover, the officers recently received definite orders to husband their resources.

I repeat these statements without suggesting the extent of their significance, but when it is realised that the men are aware of the sufferings of their home-people it is easy to believe that a dry rot is really sapping the enemy to a degree not generally suspected. The moral of it all is writ large enough for us to read: It is to strike hard with all the force we can throw into our blows. It is time to frame up for the knock-out when your adversary is groggy.

Italian Front.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

ITALIAN SUCCESS.

ROME, June 20th.

An official report states:—We carried out a violent offensive on the Asiago Plateau and damaged the defences at many points.

We made progress, inflicting severe losses, and advanced over difficult ground.

We carried formidable positions at Mount Ortigara, including the summit of Hill 2,105. We captured 936 prisoners, including 74 officers.

Africa.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

ENEMY IN EAST AFRICA.

LONDON, June 20th.

An East Africa official report states:—Beginning on June 10th we operated at Lindi with the object of clearing out the enemy from the shores of the estuary of the Lukeledi River.

Warships assisted us, and we surprise-landed near Mrjeka, and drove the Germans, who had mounted a naval gun, towards Matama, 23 miles to the south-west.

Our patrols destroyed a food depot at Utigeri, 29 miles south-westward of Kilwa.

The Balkans.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

AERIAL BOMBARDMENT OF STRUMA VALLEY.

PARIS, June 21st.

The Eastern *communiqué* reports:—The British Air Service successfully bombarded encampments in the Struma Valley north of Petrio.

Our artillery was somewhat active in the neighbourhoods of Mayadag and Cerna Bend, and north of Monastir.

Naval Activities.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

FRENCH ANTI-SUBMARINE DEPARTMENT.

PARIS, June 20th.

A special department for defence against submarines has been established under Rear-Admiral Merincilleux Vignaux.

General.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

ENEMY ALIENS DEPRIVED OF DECORATIONS.

LONDON, June 20th.

In the House of Commons, Mr. Bonar Law announced that enemy aliens will be deprived of membership in any British Order of chivalry. (Loud cheers.)

ENORMOUS RISE IN PRICE OF COTTON.

LONDON, June 21st.

The Liverpool Cotton Market is making history daily.

American Middling is quoted at 19¾d. per pound, as compared with 4¼d. at the end of 1914.

Spinners are rushing to secure any actual cotton, owing mainly to American shipping difficulties and the lowness of stocks here.

THE COTTON MARKET.

The Liverpool Cotton Market will be closed owing to the recent sensational movements of the market.

REPUBLICAN PROPAGANDA IN SOUTH AFRICA.

CAPE TOWN, June 20th.

Great public interest has been evinced in an important debate in the Assembly upon the following motion by the veteran statesman and ex-Premier, Mr. John Merriman:—

"That this House, viewing with alarm the several manifestations of republican propaganda now being carried on in the country, desires to record its opinion of such manifestations, whether by speech, writing or other methods, that they are directly at variance with the constitution as laid down and agreed to in the South African Act, that they are opposed to the best interests of the people, and, if persisted in, must inevitably lead to fatal dissensions and the ultimate ruin of the European race in South Africa.

"This House, therefore, calls upon all those who are loyal to the Constitution to express the strongest disapproval with the dangerous efforts of those who seek to subvert the principles on which that Constitution is based."

Mr. Merriman emphasised the need of the House to give a clear unmistakeable lead, pointing out that while such Nationalist propaganda is regarded lightly by educated people, it was different in the country districts, where there was a deliberate movement to destroy the Constitution in favour of a republican form of Government, which he declared emphatically could only lead to civil war.

He described as the Devil's work the efforts which are being made to divide the two white races in the country. He considered that the danger of fomenting artificial distinctions was very real and terrible, and asked the House to testify that it stood by the Constitution.

Mr. Loup, a Dutch-speaking Afrikander member for the Cape constituency of Colesberg, seconded.

The Nationalist member Mr. De Waal moved an amendment regretting that efforts should be made by certain politicians for the purpose of creating the impression that the natural aspirations regarding independence were disloyal and unlawful, and expressing the opinion that such efforts are calculated to disturb the mutual understanding and co-operation between the two white races. He further considered that such action was in direct conflict with that freedom of discussion which was one of the fundamental principles of the Constitution, and with the declared objects of the Allies to secure to each separate people the freedom of its own destiny, "with which objects the House declares itself in full accord."

The Labour leader, Colonel Creswell, in supporting Mr. Merriman's motion, referred in striking terms to South Africa's part in the recent African campaigns. In connection with the after-the-war settlement, he declared he was convinced that the working-classes in South Africa would be filled with alarm at any possibility of South-West Africa being returned to Germany. They in South Africa had not assisted in the war from any desire to take land, but because they believed it right, and could not contemplate with equanimity the re-establishment of German power on their borders. They strongly objected to such an idea. Germany wanted a strong protectorate from West Africa across Central to East Africa. The Nationalists talked about a republic, and he (Col. Creswell) asked them to contemplate a strong Germany stretching across the continent with harbours and submarine bases and a huge native population trained and drilled as black soldiers in a huge mercenary army in South Africa. Then they would be confronted with an unparalleled state of affairs. They would be at the mercy of a German Black African Empire. He asked how long would South Africa then enjoy direct the freedom it had to-day! He emphasised that the Labourites would continue to support the Government's war policy.

General Louis Botha laid stress on the fact that ever since South Africa had received its Constitution the British Government had never interfered in South Africa. He pointed out that no word had been uttered by the Free State Delegates to the National Convention regarding a Constitution on republican lines. The great majority in South Africa did not want a further Civil War. He asked whether the minority were going to force Civil War on the majority, and reiterated that the only future of South Africa lay in a union of the races.

Mr. Hertzog contended that nothing contained in the Constitution or the Treaty of Vereeniging was opposed to his conducting a pro-republican propaganda. He asked why republicanism should not be discussed in South Africa as freely as in England. He affirmed that South Africa had yet to receive its freedom, although he did not expect it in his lifetime. Nevertheless, South Africans were much freer than Mr. Merriman thought, and it was the people's right to know how free they were. He said he was in theory a republican, but did not advocate a republic to-day, because he fully realised they could only hope to make a republic a success when all sections unanimously asked Great Britain for independence.

Sir Thomas Smartt, adverting to the National Convention, said the English minority relied upon the good faith of the Dutch majority. He strongly emphasised that if the present propaganda was continued the Premier must feel he had the support of the vast majority in dealing with it promptly and rigorously.

Mr. Merriman's motion was carried by 72 votes to 21, after Mr. de Mr. Waal's amendment had been negatived by a similar majority.

The minority in the division was composed solely of Nationalists.

REVOLUTIONARY MOVEMENT IN AUSTRIA.

PARIS, June 20th.

Authoritative advices indicate that Prague is at present the centre of a great revolutionary movement aiming at securing a Czech National Constituent Assembly on the basis of universal suffrage.

Disturbances have broken out in several towns.

MR. BALFOUR ENTERTAINED TO LUNCHEON.

LONDON, June 20th.

Speaking at the Empire Parliamentary Association luncheon in his honour, at which Mr. Asquith presided, Mr. Balfour said the limitless and unforgettable hospitality which the Mission received in America was not formal and external, but came obviously from the heart. He was deeply impressed by the spontaneous exhibition of enthusiasm for the common cause of the world's freedom. The presence of the Mission was the occasion of this exhibition, not the cause. "I regard this Mission as one of the most beneficent developments of international relations that has ever occurred in the world's history. (Cheers.) The American nation welcomed the opportunity offered by the Mission to manifest a deep, moral and spiritual agreement with the policy of the Allies. That is the real significance of the Mission, and its great result, the value of which is not measurable in words, but by its effects, will, I hope, last out the life of the youngest of those I am now addressing. I believe the Anglo-American co-operation in this war is not based upon the fact that each has something to get out of it, but upon a deep congruity, harmony of moral feeling, and moral ideals.

"Therefore, we may be certain that the United States will never leave us till the great aims for which we are fighting are accomplished. (Cheers.) There is nothing I am more certain of than this, that the United States, having put their hand to the plough, are not going to turn back, they are not going to refuse any sacrifice any more than we are to bring to a happy fruition the policy on which the whole trend of international civilised evolution depends, as far as human eyes, human powers and foresight can venture to penetrate the future." (Cheers.)

GERMANY'S PLIGHT ACUTE

LONDON, June 21st.

Mr. G. N. Barnes, replying to the toast "Victory of the Allies," at a dinner in the Connaught Rooms, London, delivered a speech, which was his first occasion as a member of the War Cabinet. He said we were now at a time of abnormal importance in the progress of the war. He declared that heavy as the horrors, the privations, and the sorrows experienced by the fighters and civilians of the allied countries were, the Central Powers were feeling the conditions more than any others. Their losses were heavier, their plight more acute, and owing to the necessity of having to rely upon their dwindling resources, their plight was underlying at bottom the cause of their recent attempts to arrange conferences at Stockholm and elsewhere, flooding Russia with German agents, and the German Government's frantic effort to sow discord among the opposing Governments and peoples.

Mr. Barnes proceeded to point out that, although the German Socialists and publicists said much regarding their war aims and possible peace negotiations, the German Government itself had not committed itself to anything done at the peace conference. In any peace negotiations the agents might succeed in committing the opposing allied countries. This was the real danger in the present situation. The German Government were playing upon and endeavouring to exploit the world's war weariness. The utmost at present obtainable from the German Government would be to return to the *status quo ante*. This was impossible, as President Wilson pointed out last week in addressing the Provisional Government. This iniquitous war had issued forth from the *status quo ante*, and the *status* must be altered so as to prevent a recurrence of such a hideous thing.

GERMAN INTRIGUE IN CENTRAL ASIA.

LONDON, June 20th.

Reuter's Agency learns, with reference to the recent reports of a revival of German intrigue in Afghanistan and neighbouring countries in Central Asia, that official advices confirm the rumours of the activity of German agents in Turkestan with the object of stirring up the people against Russia. This was prior to the revolution, and all the news tends to show enemy attempts to cause trouble have proved a complete failure. In Afghanistan, in face of much opposition from the fanatical portion of the people, the Ameer throughout has displayed the utmost loyalty and German emissaries have fared badly in his country.

The latest news from Kabul on this subject affords additional proof that the Ameer to-day is, if possible, staunchter than ever. All enemy intriguers had to leave Afghanistan, some have been arrested, and others expelled.

Notable evidence of the futility of these German attempts to hand is the return to Berlin of Lieutenant Von Hentig from Afghanistan *viâ* China and Scandinavia. From a political viewpoint his mission was an absolute failure.

VOLUNTARY ENLISTMENT OF BRITONS IN U.S.A.

LONDON, June 20th.

It appears that the recruitment of British subjects in the United States mentioned on June 18th would be voluntary. Mr. Balfour in the House of Commons stated they were not being conscripted.

BRITISH SHIPPING.

LONDON, June 20th.

The Admiralty announce that arrivals during the week were 2,087; and sailings, 2,99?.

Five vessels under and 29 over 1,600 tons were sunk, and 31 were unsuccessfully attacked.

POWERS' DUTY TO GREECE

LONDON, June 20th.

In the House of Commons, replying to a series of questions on Greece, Mr. Balfour stated that the guaranteeing Powers were bound to maintain the monarchy by the treaty of 1863, which provided that the Greek Crown should pass to sons, although it was not stipulated that the succession should be in order of primogeniture. He knew nothing about the report that ex-King Constantine was coming to Great Britain.

EARLIER CABLES.

KING ALEXANDER'S PROCLAMATION.

INCURS SEVERE CRITICISM.

SALONIKA, June 20th.

King Alexander's proclamation, which M. Zaimis countersigned, is severely criticised, especially the passage in which the new King spoke of accomplishing the sacred mission entrusted to him by his father and adhering to the principles of his father's brilliant reign.

Admiral Condouriotis, interviewed, said that the proclamation must be withdrawn.

DETENTION OF GREEKS DEMANDED.

ATHENS, June 20th.

M. Jonnart has handed to M. Zaimis a list of the civilians and military officers whose detention in Greek Islands is demanded until after the war.

LATEST CABLES.

ATHENS, June 20th.

Thirty-one persons are to be expelled and 103 removed to places whence escape is impossible. The former includes Gounaris, Streit, General Dousmanis, Colonel Metaxas Sayias, the reservist leader, and Livieratos, the ringleader of the events last December.

The latter include the ex-Premiers Dragoumis, Skouloudis and Dambros; Colonel Stratigos, Chief of General Staff; General Sazopoulos, ex War Minister; Geroulanos, Palace Physicinn, and his German wife.

EARLIER CABLES.

"NAVAL HYPNOTIC TREATMENT."

SEARCHLIGHT QUELLS MOB AT VOLO.

LONDON, June 20th.

Mr. Ward Price, the well-known Correspondent, telegraphs as follows:—Before the Allies occupied the Royalist centre of Volo a British auxiliary cruiser kept order for three days by "Naval hypnotic treatment."

The Royalists had been holding noisy meetings in the cafés, inflaming themselves with bloodthirsty oratory and strong drinks. They formed a procession and paraded the sea-front, cursing the "dogs of allies" and Venezelos.

The cruiser arrived at night-time and played a brilliant searchlight among the mob, revealing every man's face, causing the most ferocious orators to stop and slip hastily away. The cruiser also dispersed subsequent efforts to hold a meeting by flashing the searchlight so suddenly and brilliantly among the crowd that even the "dichards" became frightened and respectfully saluted by removing their hats.

Afterwards the searchlight was master of the situation.

THE TEA TRADE.

LONDON, June 21st.

In the House of Commons, replying to Mr. Goulding, who asked whether his attention had been called to the congestion of the tea trade and as to whether he would take steps to facilitate the transport of tea from India, at least of reduced shipments as stipulated in February, Sir L. Chiozza Money said that in view of the fact that at the end of May there were 90,000,000 lbs. of tea in stock and in hand in Great Britain, independently of other stocks, and of our constantly diminishing tonnage, it was not possible to promise greater importations facilities. The average monthly imports for 1917 exceeded the quantity the Restriction of Imports Committee had recommended, to which the Prime Minister referred in a speech on the 23rd February.

AUSTRALIA PROHIBITS IMPORTS.

A Melbourne telegram states that with a view to assisting the Indian and Ceylon planters, who are handicapped by the tonnage shortage, the Commonwealth Government has prohibited the importation of tea from outside the British Empire.

FOOD CONTROLLER FOR CANADA.

OTTAWA, June 20th.

Mr. W. J. Hanna, ex-Provincial Secretary for Ontario, has been appointed Food Controller in Canada, without salary.

SILVER FROM AMERICA.

NEW YORK, June 21st.

The shipments of silver *viâ* San Francisco, which started in March, amounted to between a million and a half and two million ounces monthly.

The change was made because of the better facilities, lower freight rates and the war insurance. The weekly shipments from San Francisco will be cabled if available.

THE SILVER MARKET.

LONDON, June 21st.

The silver market is steady.

THE EX-BATTENBERGS.

LONDON, June 20th.

It is understood that ex-Prince Battenberg assumes the title of Mountbatten.

It is announced that the Princess Victoria and Princess Marie Louise of Schleswig-Holstein have dropped the "Schleswig-Holstein."

Moreover, the Royal Princesses bearing the title of Duchess of Saxony will relinquish it.

There will ultimately be no Princess or Princesses other than the children and grand-children of the Sovereign.

The papers point out the radical character of the changes, completing the divorce between the British and German institutions, thus emphasising the democratic character of the Monarchy and stopping the tendency for styles and titles with which absolute rulers like the Kaiser make sport to become rooted in the British soil.

It is expected that the change will be cordially welcomed throughout the Empire, as it is appreciated that the new Peers' incorporation in the British nobility is a recognition of their good and loyal work.

SITUATION IN SPAIN.

LONDON, June 20th.

Enquiries in the city do not confirm the disquieting rumours regarding Spain, with which business is practically normal. The delays are attributed to labour and economic difficulties.

It is stated that the trouble originated with the King of Spain granting the demands of the infantry officers in Barcelona for reforms without consulting the Cabinet, who resigned.

THE AIR BOARD.

LONDON, June 20th.

It is considered likely that Earl Cowdray will be able to retain the Chairmanship of the Air Board.

COMMAND OF THE CANADIANS

OTTAWA, June 20th.

Telegrams exchanged between the Duke of Devonshire and Lieut.-General Byng show that the latter no longer commands the Canadians in France.

U.S. LOAN TO GREAT BRITAIN.

WASHINGTON, June 20th.

The Treasury has loaned Great Britain another $35,000,000.

RUSSIAN DIPLOMATIC MISSION TO UNITED STATES.

WASHINGTON, June 20th.

The Russian Diplomatic Mission has arrived.

THE AUSTRIAN CABINET.

AMSTERDAM, June 20th.

A telegram from Vienna announces that the resignation of the Austrian Cabinet was due to the refusal of the Polish party to support the Budget.

THE HOFMANN AFFAIR.

ZURICH, June 20th.

Amazement and regret are general in Switzerland at M. Hofmann's peace intrigue. The Press disavows its sympathy with the proceedings in view of the necessity of Switzerland maintaining absolutely her neutrality.

The *Times*, referring to the Hofmann affair, says that German intrigue carried on through a neutral legislator can hardly be purged by perfunctory excuses or by the mere loss of office.

CHINESE TELEGRAMS.

[BY COURTESY OF THE "CHUNG NGOI SAN PO."]

THE VICE-PRESIDENT'S ADVICE.

SHANGHAI, June 21st.

Chili, Honan, and Anhui have cancelled their independence. The Tuchun of Shantung has wired to Li King-shi calling upon him to resign. Therefore Li King-shi will not venture to take the post of Premier.

The Vice-President has submitted the following proposals to the President:—

(1) Maintain the Republic.
(2) Maintain unity.
(3) Maintain the law.

Luk Wing-ting has telegraphed to the President requesting him to maintain the Republic. Luk Wing-ting wired also Li King-shi persuading him to accept the Premiership.

Wang Shi-chen has asked Ni Sze-chang to go to Peking, but Ni Sze-chang has declined.

The Vice-President has wired to Luk Wing-ting inviting him to mediate in the south-west.

[THROUGH REUTER'S AGENCY.]

AMERICAN NOTE TO CHINA INCIDENT.

LONDON, June 21st.

A telegram received in London announces that the incident connected with the American Note to China is closed.

The facts are as follows:—When the Note was sent to the Allies on June 8th a similar communication, probably owing to a misunderstanding, was delivered to Peking without the other Powers being informed. After a consultation by England, France and Japan these Powers replied to the Note. Great Britain agreed in principal with the views of America, but intimated that, owing to her position she could not take the steps proposed. Great Britain added that she shared in the views of the United States regarding the desirability for tranquillity in China.

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"OLD SQUARE"
WHISKY.
ESTABLISHED
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LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.
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"ASAHI BEER."


SOLE AGENTS:
MITSU BUSSAN KAISHA,
TEL. No. 239 or 155.
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MORRHUOL

Superior to Emulsions or Cod Liver oil.
Each tiny Morrhuol capsule represents the medicinal value of a teaspoonful of oil.
Recommanded at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies
Sold in bottles of 100 Capsules.
Sold by all Chemists.
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THE NEW FRENCH REMEDY
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
THERAPION
[47

CHINA COAST METEOROLOGICAL REGISTER.

20TH JUNE, A.M.

Station.	Hour.	Barometer at Sea Level	Temperature	Humidity.	Wind Direction.	Wind Force.	Weather
Vladivostock	6 a.	29.79	58	—	—	0	c
Nemuro	5 a.	—	—	—	—	—	—
Hakodate	"	—	—	—	—	—	—
Tokio	"	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Oshima	"	—	—	—	—	—	—
Naha	"	—	—	—	—	—	—
Ishi'jima	"	—	—	—	—	—	—
Bonin Is.	"	—	—	—	—	—	—
Weihaiwei	6 a.	29.80	67	84	NNE	2	b
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	29.75	66	86	ENE	2	o
Gutzlaff	"	29.70	65	100	NE	4	o
Sharp Peak	"	29.73	81	67	E	1	o
Amoy	"	29.73	80	93	—	0	o
Swatow	"	—	—	—	—	—	—
Taihoku	5 a.	29.68	75	96	SE	2	o
Taichu	"	29.73	75	—	—	0	o
Tainan	"	29.74	75	—	SE	4	o
Koshun	"	29.74	75	—	NW	4	r
Pescadores	"	29.72	79	—	ssw	4	b
Canton	6 a.	29.64	80	95	SE	1	o
Hongkong	"	29.66	82	84	SW	3	oq
Gap Rock	"	29.67	—	—	SW	4	o
Macao	"	29.68	81	87	SW	4	r
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	7 a.	29.53	81	73	SSW	7	o
Tourane	"	29.67	84	—	W	2	b
CapeSt.James	"	29.79	77	—	WSW	2	o
Aparri	6 a.	29.69	77	91	S	4	o
Dagupan	"	—	—	—	—	—	—
Manila	"	29.80	72	92	—	0	o
Lega	"	29.81	73	94	—	0	b
Tacloban	"	—	—	—	—	—	—
Iloilo	"	—	—	—	—	—	—
Surigao	"	—	—	—	—	—	—
Guam	"	29.82	72	—	—	0	b
Labuan	"	29.79	84	91	S	4	b

T. E. CLARTON, *Director.*

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade, in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale
6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squa, r rain, snow, t thunder, v visibility, w dew (wet).
7. RAIN in inches, tenths and hundredths.

HONGKONG TIDE TABLE.

From 22nd to 28th June.

Day of Week	Day of Month	High Water H'kong Mean Time	Height	Low Water H'kong Mean Time	Height
		h. m.	ft. in.	h. m.	ft. in.
Fri.	22	m 0 0	3 3	a 2 33	3 2
		m 10 11	7 1	b 6 41 a	0 6
Satur.	23	m 1 0	3 7	a 4 11	3 3
		m 10 46	6 7	b 10 a	0 8
Sun.	24	m 1 37	3 8	a 4 49	3 3
		m 11 23	6 3	b 6 58 a	1 2
Mon	25	m 2 9	3 9	a 5 28	3 5
		0 3 a	5 8	b 7 37 a	1 6
Tues	26	m 2 36	4 1	a 6 11	3 7
		0 48 a	5 3	b 8 17 a	1 7
Wed	27	m 3 2	4 2	a 7 28	3 7
		1 43 a	4 7	b 8 56 a	2 2
Thurs.	28	m 3 31	4 0	a 9 48	3 6
		2 49 a	4 3	b 9 35 a	2 0


NOTHING IS MORE EMBARRASSING THAN EXTREME THINNESS.

It is the plump, well-developed man who "outs the melons" and has the fun socially.

Scrawny, skinny people are seldom popular. We all admire fine figures. No dressmaker can hide a bony, skinny form.

You ought to test the one guaranteed reliable treatment which has "made good" for years in England, which has taken America by storm and which has been awarded a gold medal and diploma of honour at Brussels, Belgium.

Nothing in history has ever approached the marvellous success of this new treatment, which, according to report, has made more thin folks plump than all the "tonics" and ineffective medicines for fifty years.

There's a reason. Plump, well formed men and women assimilate what they eat. Thin, scrawny ones do not.

This new discovery aims to supply the one thing the thin folks lack, that is the power to assimilate food.

It renews the vigour, re-establishes the normal, all in nature's own way.

It is not a lash to jaded nerves, but a generous upbuilder.

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VICTORIA DISPENSARY,
THE PHARMACY,
QUEEN'S DISPENSARY,
THE EDWARD DISPENSARY.

Don't worry, take SARGOL.
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WEATHER REPORT.

On June 21st at 12.32—No returns from Japanese stations. Pressure has increased moderately over N. China and S. Manchuria, and increased slightly elsewhere; it remains generally low over the continent, with a depression centre to the north-west of Hankow.

Moderate to fresh S.W. winds will prevail over the northern part of the China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.27 inch. Total since 1st January, 24.40 inches, against an average of 54.10 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast.
Hongkong to Gap Rock ...	S.W. winds, moderate to fresh, squally, cloudy, occasional rain.
Formosa Channel ...	The same as No. 1.
South Coast of China between Hongkong and Lamocks	The same as No. 1.
South Coast of China between Hongkong and Haitan	The same as No. 1.

HONGKONG'S STORM SIGNALS

A NEW CODE.

New local and non-local storm signals codes will be introduced at Hongkong on July 1st, in place of the old Local Code and the China Coast Code.

The principal change in the Local Code is that the new signals will show the direction from which the gale is expected, whereas the old signals showed the position of the typhoon. The latter will be indicated, as heretofore, by the non-local signals. The new Local Code is given below:

DAY SIGNALS.

Signal. Symbol.	*Meaning.*
1.—Red cone.	—A typhoon exists which may possibly cause a gale at Hongkong within 24 hours.
2.—Black cone.	—Gale expected from the North (N.W. to N.E.).
3.—Black cone inverted.	—Gale expected from the South (S.E. to S.W.).
4.—Black drum.	—Gale expected from the East (N.E. to S.E.).
5.—Black ball.	—Gale expected from the West (N.W. to S.W.).
6.—Double cone.	—Gale expected to increase.
7.—Black cross.	—Wind of typhoon force expected (any direction).

Signal No. 7 will be accompanied by three explosive bombs, fired at intervals of 10 seconds at the Water Police Station and repeated at the Harbour Office.

The signals will be lowered when it is considered that all danger is over.

The Day Signals will be displayed at the masthead of the storm signal mast on Blackhead Hill, the Harbour Office, H.M.S. *Tamar*, Green Island signal mast, the flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon, the flagstaff on the premises of the Standard Oil Company at Laichikok, and the flagstaff near the Field Officer's Quarters at Lyemun.

NIGHT SIGNALS. (Lamps)

1.—White-white-white.
2.—White-green-green.
3.—Green-white-white.
4.—Green-green-white.
5.—White-white-green.
6.—Green-green-green.
7.—Red-red-red.

The Night Signals will be displayed, at sunset, on the tower of the Railway Station, on H.M.S. *Tamar*, and on the Harbour Office flagstaff. They will have the same signification as the day signals.

Signal No. 7 will be accompanied by explosive bombs as above, in the event of the information conveyed by this signal being first published at night.

SUPPLEMENTARY WARNING.

When local signals are displayed in the Harbour a Cone will be exhibited at the following stations:—Gap Rock, Waglan, Stanley, Aberdeen, Sau Ki Wan, Sai Kung, Sha Tau Kok and Tai Po, to notify the fact to native craft and passing ocean vessels.

Further details can always be given to ocean vessels, on demand, by signal from lighthouses.

The object of the code is to give at least 24 hours' warning of a gale (Force 8 by Beaufort Scale, or 40-45 m.p.h. mean velocity by Dines Anemometer) and also warnings of expected changes in the direction and force of the wind. Owing, however, to the uncertain movements of typhoons and to insufficient telegraphic observations, it will occasionally happen that signals 2 to 5 may be displayed without a gale occurring at Hongkong, or even Gap Rock, but the reverse is not likely to happen, except in the case of typhoons forming in the vicinity and travelling rapidly towards Hongkong, or of a located typhoon increasing its rate of progression abnormally.

Signal No. 1 is intended as a warning to "Stand By" and watch for the next signal.

In the new non-Local Code the approximate velocity of the storm centre will be shown, in addition to its direction of motion, and the position of the centre will be given in degrees of latitude and longitude. The time at which the warning was issued will also be shown.

THE CHANNEL TUNNEL.

RAPID CONSTRUCTION POSSIBLE.

FUTURE INFLUENCE ON TRAVEL.

Sir Francis Fox, the well-known Civil Engineer, in an interesting address before the Royal Geographical Society on the "Geographical Aspects of the Channel Tunnel," said the depth of the British Channel north and south of that remarkable ravine near Guernsey—"La Grande Fosse"—averaged from 34 fathoms, but the soundings in the ravine itself rapidly increased until they reached 110 fathoms. That ravine was nothing less than the remains of the great river of past geological ages, which was an active agent in eventually separating England from France. The white chalk cliffs of England and France in the neighbourhood of Cape Grisnez rested upon a lower bed of grey chalk, "the Cenomian," some 200ft. in thickness, and that in turn lay upon a solid bed of gault. Both beds were very suitable for tunnel construction, being almost, if not wholly, impervious to water. In deciding upon the actual route of the Channel tunnel the one great precaution which had to be, and had been, taken was to keep the work well within the thickness of the greychalk, but as the line might, near the two coasts, have for a short distance to run out of that bed, it was so arranged as there to enter the gault, which was another equally good and water-tight material. Owing to the observance of these precautions the tunnel would not make a "bee line" from England to France, but the slight curve introduced was otherwise of no importance.

HOSTILE CONTINGENCIES.

In the Channel above the sea-bed the maximum depth of water would be from 160ft. to 180ft., and as they would be asked to leave undisturbed such a cover of chalk over the roof of the structure as would guard against any possible hostile contingency, that solid protection had been fixed at a minimum of 100ft. The tunnel would consist of two tubes, as in the case of the great Simplon tunnel (12½ miles in length) in the Alps. The reasons for adopting twin tunnels were numerous, and included better facilities for ventilation, drainage, repairs to the structure and permanent way when required during traffic as well as greatly increased safety in case of derailments. It was proposed that the work of excavation should be performed by revolving cutters, fixed in Greathead shields, by which system a rapid rate of advance would be attained, the *débris* being removed from the "face" by high-speed endless belts. These would be so arranged as to deliver their load direct into waggons without the necessity of shovelling or of manual labour. All the work would be carried on by electrically driven machinery, by which the volume of air required for ventilation would be greatly reduced, and arrangements would have to be made so that excavations and other operations could be carried on simultaneously at many points, thus abbreviating the period required for construction. The diameter of each tunnel should be 18ft., so as to accommodate main line rolling stock. At intervals of 200 yards along the entire length cross tunnels would be formed, both to enable empty waggons to be brought in by one line, full waggons despatched on the other, and also to permit a most excellent system of ventilation to be installed. Foul air should be considered as a slur on the management, as unfair to the workmen and injurious to the progress, in addition to its being an unnecessary expense to the company. In the Simplon tunnel a very large volume of fresh air was always provided, even at the most distant places at which operations were proceeding. The workmen would be conveyed to their various duties and brought out again at the end of their shift by electrical trains. It was anticipated that the daily rate of progress would be such as had never been attained heretofore in any tunnel. To secure this no work would be permitted on Sundays, except for ventilation, pumping, and cases of urgent repair. The tunnel could be worked, ventilated, and pumped by electricity supplied from a power-station in Kent, possibly 10 miles inland. The problem of ventilation when regular traffic was running would consequently be comparatively simple, no combustion of coal on the railway being necessary. The tunnel would be maintained under the authority of the War Office, and a dip in the level of the rails, forming a "water lock"—by which the tunnel could in case of emergency be filled with water from floor to roof for a length of a mile—would also be under the control of the Commandants of Dover Castle and the neighbouring forts. That water would not injure the tunnel works, and it could only be pumped out by the energy developed at the power-station inland. Entrance and exit of both tunnels would likewise be under the gun-fire of all the forts and of vessels in the naval harbour of Dover.

TO PARIS UNDER SIX HOURS.

The gauges of the English and French railways were very similar, as was proved by the fact that, at the present time hundreds of the largest English and Scottish locomotives with thousands of trucks were running in regular traffic on French railways, rendering invaluable service in the transport of the Allied forces. Trains would be run direct from London to Paris in less than six hours, and these could, if required, travel at a "headway" of not more than five to ten minutes. Doubtless in course of time more than two pairs of rails would be required to deal with the enormous volume of traffic which must inevitably develop in each direction. It should be remembered that, owing to dislike of the Channel crossing, our Continental neighbours never went on board ship if they could avoid it, and the pre-war traffic from all Continental ports to England and *vice versa* did not exceed 1,600,000 passengers a year, as compared with

(*Continued at foot of next column.*)

ROAD ACROSS ALBANIA.

ALLIES' LINE FROM ADRIATIC TO ÆGEAN.

During the latter part of the winter, while waiting for the campaigning season to open, the Allies have done a great deal of hard, useful work in a new part of the Balkans—in Albania.

Our efforts there have met with more success than any previous attempt to deal with Albania since the time of Trajan. The line occupied by our troops stretches right across the country, and where they are there is peace and security. They safeguard the flank of our main forces lying on the front between Monastir and Etavros. They cut off communication between our enemies the Austrians and Bulgarians in the north and our semi-enemies the Greek irregular bands to the south. They hold and protect the road joining Santi Quaranta, opposite Corfu, with Florina and Salonica, up which we can bring supplies.

I have just returned from the journey in a motor-car by this road right across Albania and back (wrote Mr. G. Ward Price from Salonika recently). It was, I believe, the first English motor-car to journey into the interior of Albania. Unfortunately, it remains there, having had a serious breakdown at a place where no repair facilities exist. The road is beyond doubt the most dangerous in Europe, climbing range after range of precipitous mountains in dizzy zigzags. But the astonishing thing is that there should be a road passable for motor-cars at all, and that rapid, high-wheeled Italian lorries should be carrying supplies where you could have travelled only on horseback barely a couple of months ago.

So it is, however, and our Balkan front now stretches in a continuous line from the Ægean to the Adriatic. You leave the English sentry on the shore of the Gulf of Orfano; you find an Italian Italian sentry on the shore of the Corfu Channel. Two hundred and fifty miles in a straight line and 350 as you follow the twisting road—all that way the Allied forces are in touch; all that front is covered either by our trench line or by posts in constant communication one with another.

4,000,000 travelling between France and Belgium and 4,000,000 between France and Germany. The probabilities were confidently anticipated by Baron Emile d'Erlanger, Chairman of the Channel Tunnel Company, that the traffic would, as the result of the opening of a submarine railway, double or treble itself not only in regard to passengers but also in respect of perishable goods requiring prompt delivery; and, further, that the financial return upon the capital expended would be highly satisfactory. It must not be forgotten that a tunnel would require no terminal stations with expensive staffs, nor would it have to provide locomotives and rolling stock, as all those would be supplied by the main line British and French systems. The Tunnel Company would simply be required to construct the works, operate the pumping and ventilation machinery, maintain the permanent way, and keep the signalling and telegraphic equipment in order. Everyone could now realise of what enormous value the tunnel would have proved had it existed at the beginning of the present war, in saving so many valuable lives, in vastly reduced suffering of the sick and wounded, and in immunity of ships from floating mines and submarines. The immense reduction which would have been possible in the army of dock labourers at the Channel ports of England and France must also be taken into account, and, added to that, the great facilities available for the transport of troops, stores, guns, ammunition—advantages beyond computation. Certainly the entire cost of that great and desirable work would have been defrayed several times over. There was, however, perhaps one advantage in the fact that a tunnel constructed at the present time, with our increased knowledge of the problems involved, would be superior in several important respects to what would have been the case had it been built twenty-five years ago.

LONDON TO EVERYWHERE BY RAIL.

So soon as trains could pass under the Channel they would be able to traverse France, Belgium, Holland, Spain, Italy, Germany, Austria-Hungary, and Turkey as far as Constantinople without any difficulty as to gauge or minimum structures. The Orient express connection formerly left London at 9 a.m., an inconvenient hour for many; but so soon as the Channel tunnel was an accomplished fact it could be arranged to leave at noon and still depart from Paris at the usual hour. It would pass through Germany and Austria-Hungary to Bucharest, or through Bulgaria to Constantinople. A quarter of an hour later a train would leave Charing Cross as the Nord express for Brussels, Berlin, and Konigsberg to Petrograd, and for Warsaw, Minsk, and Moscow, where it would correspond with the Siberian railway express to the Far East, and provide communication also with the charming and healthy watering-places in the Southern Crimea, where great developments were taking place. At further intervals of a quarter of an hour the Rome express would leave for Paris—the Riviera, Rome *vid* Turin and Milan, and Brindisi; followed by the Sud express to Paris, Bordeaux, Madrid, Algeria on the one hand, or to Lisbon on the other. Communication would be provided not only with Belgium, Holland, and Denmark, but also with Finland, Sweden, and Norway *vid* Tornea. That wonderful network of railways dealt only with Europe, but the lecturer proceeded to show that far greater developments were possible. It might seem to-day to be a very remarkable prospect, but it was no means impossible of realisation that within a comparatively few years travellers from London would be able to reach such distant places as India and China, and the Malay States, without leaving the railway systems of the world, through the medium of the Channel tunnel.

LEARNING GERMAN.

Much will depend on our recognising that Briton and Teuton are very different natures, if we are to safeguard our position. It is far too often contended that recent German conduct is the outcome of education; as if conduct were over a mere matter of education. All sorts of views are therefore put forward as to what our education should or should not be to prevent us from falling into those horrid German ways; all sorts of vain hopes are being held out of peace to be secured in the future through modifications of men's views by education. There can be no real peace so long as man remains virile and strives to attain to what he regards as higher ends.

In future, our nation will need to read the German literally and most thoroughly, in order that we may combat his wiles; we must not again make the mistake of assuming that he can ever play the part of altruist or understand the doctrine of live and let live; it is probable that his instincts will ever savour of the barbaric and that he will domineer, if possible. Maybe the Roman strain in us has conditioned softness, and maybe also we owe to it our inveterate habit of straying into regions outside our island and making ourselves at home and seem agreeable. Because we are so different, the Teuton will never appreciate our peculiar reticence, the way in which we shrink from giving outward expression to our feelings, the faculty which has enabled us to penetrate everywhere and yet not appear to be assertive ... except perhaps in Australia and Canada, where modesty has yet to be cultivated and some appreciation of our island conditions arrived at. The opinion here expressed of the German character was formed, prior to the war of 1870, during a several years' residence at a North German University and has merely been confirmed by the events of the present war. Not only has the unbearable military arrogance of the German nation been developed during the interval, but an outspoken commercial arrogance from which it is difficult to withhold justification, has also been brought into existence and it has long been clear that this would eventually necessitate the struggle now upon us.

Warnings to such effect have been frequent but without avail; we English as a nation have understood the Germans as little as we understand the Japanese. We do not seem to be bent on trying to understand them even now. If we were, we should not be so foolish as to decry the teaching of their language in our schools; it is impossible to know a people, if you do not know their language. We should learn it, if only in self-preservation; but we cannot well leave out of account, as we have done hitherto, the fact that our own language is as much derived from Teutonic as it is from classic sources. And no nation has greater reason than ours to know the world; if this be admitted, it follows, however, that in future we must be linguists. Science can find no other verdict.—Prof. Armstrong.

GERMAN SKIPPER'S ODYSSEY.

Captain C. Sorensen, who arrived in Manila early in January after having landed on the coast of Mindanao in an open boat with two comrades claiming to have set sail from Java, was arrested by the Philippine Constabulary authorities on the 7th instant, when he was brought back to Manila on board the United States transport *Thomas*, after having attempted to stow away and get to the United States on the troopship leaving Manila March 15th.

Captain Sorensen claims that he started from Germany with arms and supplies for German troops in East Africa. They arrived too late to help their fellow-countrymen, who had been driven inland by the British. They were discovered by British patrols and forced to seek a hiding-place in a river. There the guns of the British vessels sought them out, and the *Marie* was hit in 150 places and had 21 holes below the water-line. The ship was prepared for just such an emergency, however, and they repaired all the damage in about six hours, set sail, and passed the British blockaders without being seen. Their intention was to attempt a return to Germany, but there were too many enemy vessels about and they had to run for the Far East in the hope of finding a safe haven to lie in until such repairs as were necessary could be made on the steamer. They were eventually forced to run into Batavia, and it was from there, they said, they had set forth to come to the Philippines, in the hope of getting to the United States, and from the United States ultimately to Germany.

NATURALISED GERMAN OBTAINS DAMAGES FROM AN M.P.

In the King's Bench Division, last month, John Gruban, a naturalised German, and ex-chairman of Haigh Gruban, Limited, sued Mr. F. Handel Booth, Liberal M.P. for Pontefract, for damages for depriving him of his business connection with Haigh Gruban Company, Limited, of Oldham.

Mr. Justice Coleridge, in summing up, said that there was little doubt that Booth strove to prevent Gruban's appeal to the tribunal being successful, although Booth knew the tribunal had decided upon his release. He spoke about the spy cupboard in Gruban's office, but the cupboard was a perfectly harmless thing, and had nothing to do with Germany. The summing up concluded with an impressive reminder to the jury that the Germans were ruthless and barbarous foes, but that the plaintiff was entitled to an unbiased judgment.

The jury found that Mr. Handel Booth falsely and fraudulently represented that he could prevent Gruban from being attacked, and fraudulently represented that the Ministry of Munitions had informed him that Gruban would be interned unless he resigned from the company. The jury did not find that Booth had caused plaintiff to be interned. They returned a verdict for the plaintiff with damages assessed at £4,750.

LOSS OF THE "BALLARAT."

EVERY MAN AT HIS POST.

LONDON, May 3rd.

The troopship *Ballarat* floated for fourteen and a half hours. A destroyer prevented the submarine renewing the attack. The explosion was so slight that the men forward were unaware of what had occurred. When the alarm signal sounded it was thought that the summons was for ordinary boat-drill. During the disembarkation the men were as cool as if the ship were in dock. The engine-room was flooded, and the staff worked waist deep.

A military officer, interviewed, stated: "Every precaution had been taken aboard the *Ballarat* a fortnight before she reached the English coast. The men thought we were making too much of the danger by compelling them to wear life-belts so long before arrival in the Channel. However, they had been so well drilled that it became practically second nature to them to take up their boat stations. As we were getting ready to hold the Anzac memorial service at 2.30 p.m., the men were dressed in their uniforms instead of in their knockabout ship's clothes. The adjutant was busy checking the stores and getting ready for an early arrival. At 2.5 p.m. a small explosion was heard aft. A slight tremor ran throughout the ship.

"The men aft were thrown down. Those forward did not know that anything had happened. A bugler sounded the alarm and advance, which were the pre-arranged signals. Within four minutes every man was at his station awaiting orders. The torpedo struck the starboard side of the *Ballarat*, almost astern. It was aimed amidships, but was observed from the bridge about 300 yards distant, and the vessel's course was altered sufficiently to prevent the missile reaching the engine-room. As all the lower ports had been closed five days previously, it only remained to close the watertight doors, at which men were always stationed."

"The boats were ordered to be cleared. These were got out with fine precision. There were no heroics. Some of the men started to sing, but this was instantly stopped, so as not to interfere with the orders. All the boats except three got away without a hitch. It was unnecessary to put out the remaining three because a destroyer came up and took off the balance of the troops. After the torpedo struck the vessel the destroyer circled in the direction whence the submarine came, and undoubtedly prevented her trying a second torpedo or shelling. Although we had a gun aft it would have been impossible in the vessel's disabled condition to manœuvre the gun against the foe.

"The sea was very calm. Within half-an-hour more destroyers arrived and picked up the men from the boats. By this time the ship was pretty low down by the stern, but she remained steady and without a list. We thought at the outset that it would be possible to keep up steam and bring the vessel in, but the engine-room was flooded, the staff being waist-deep in water. The destroyers towed the *Ballarat* and got within nine miles of land. If powerful tugs had been available I believe it would have been possible to save the ship. The highest praise is due to the *Ballarat's* officers and crew for the way in which they got the boats out. Mr. Hulton, chief officer, was indefatigable, and it was due to his smartness that everybody got away so quickly.

"Some 70 of our troops participated in the *Southland* disaster, and were returning to duty. Not half-a-dozen of the troops got wet feet, and those who did got wet feet, and those who did get theirs wet through getting on to a raft, which was unnecessary. All the canteen funds and records were saved. The men lost their personal kits, but this was unavoidable for two reasons, the first being that it was inadvisable to go below, in case the bulkheads gave way, and, secondly, there was no room aboard the boats or rescuing vessels. Eventually the bulkheads yielded, and the vessel settled until the fore-part alone was visible. The air forced off the hatches, and the *Ballarat* disappeared.

"At dinner time our men were ordered to don lifebelts, much to their disgust, as they are inconvenient to dine in. The reason was apparent when it was seen that the *Ballarat* was in trouble. She was struck on the starboard side. Her distress signals brought up numerous naval vessels. Two French aeroplanes also appeared."

CAPTAIN'S PRAISE.

The captain of the *Ballarat* telegraphed to Australian headquarters:—"Kindly inform Colonel M'Vea, officers, and troops that their admirable behaviour and efficient help contributed materially to the expeditious disembarkation and subsequent safe landing by the destroyers of the entire ship's company without loss or casualty."

MAGNIFICENT DISCIPLINE.

The Press Bureau states that the Admiralty, in announcing that the *Ballarat* was torpedoed 35 miles from the nearest land, says that the magnificent discipline and steadiness of the troops were in unison with the finest traditions of the British army.

TORPEDOED SHIP FOR 2s. 9d.

The troops in the *Ballarat* came from all parts of the Commonwealth. They regard the sinking as the most trivial adventure, and they only see the amusing features. They declare that a man who stammers first saw the torpedo, which exploded before he could give the warning. The Australian conception of discipline was not found wanting in the crisis. The explosion woke up several men who were asleep on the hatches.

While standing at the boat stations a humorist put the *Ballarat* up to auction. The first bid was threepence, but eventually Robert Lee became the purchaser at 2s. 9d. This indicates the spirit of the men in face of the gravest danger.

Colonel M'Vea declared that they were the best-behaved troops he ever saw in his life. Addressing the men he said:

(*Continued at foot of next column.*)

CASTAWAYS.

GERMAN INHUMANITY.

The Press Bureau last month announced:—

"The steamer *Alnwick Castle* was torpedoed without warning 320 miles from the Scillies, the nearest land. Those on board, numbering 139, were placed into boats, including a baby three months old. "Captain Chave, master of the *Alnwick Castle*, in reporting the sinking to the owners, gives an unvarnished tale of the horrors which his boatload of castaways endured during four days' exposure to gales and bitter weather. Captain Chave had taken the precaution to install in all boats a supply of milk, beef, biscuits, and blankets; but the sufferings of those on board were intense. They were constantly soaked with ice-cold spray. Everybody gradually weakened, and several died. Captain Chave narrates that the whole of the second day was spent by the crew fighting the sea. It was impossible to hoist sail, so they lashed two oars together, and formed a sea anchor."

"On the third day thirst intensified the agonies of exhaustion, exposure, and sleeplessness. Pitiful appeals were made for water, but I was only able to issue an extra ration to a few of the weaker ones. A hailstorm commenced, and the hailstones were eagerly scraped from our clothing. I ordered a sail to be spread out to catch the water, but unfortunately the rainstorm passed over. Several drank salt water in defiance of orders, and became light-headed. Next morning most of the men were helpless. Several were in a raving delirium and one died. Once the boat was swamped during darkness. I thought all was over, but a moan of despair arose in the darkness, and I shouted, 'Bale! Bale!' Finally, by supermuman efforts the boat was saved.

"By morning several had collapsed, more lost their reason and climbed about the boat, threatening to fight. Their appeals for water were so angry that I gave an extra allowance of water, which was served out amid much cursing and snatching.

"Only one ration remained. Another man died and others were dying. No one could now eat the biscuits or swallow anything solid. Everyone's throat was afire, his lips furred, limbs numbed, hands bloodless, and feet swollen to twice their normal size. On the last day three died.

"The French horse boat *Venezia* picked up 18 survivors in the afternoon, who were so enfeebled that they could not walk. All were hoisted aboard, and landed at New York."

Captain Chave does not know whether the other five boats were picked up.

A cable published on March 31st stated:—The Union Castle liner *Alnwick Castle*, 5,000 tons, was torpedoed without warning on March 19th in the Atlantic, 320 miles from land. A day previously the vessel had rescued the crew of another torpedoed British ship. One boat landed on the Spanish coast, and three other boats were picked up some days later. The remaining boat has not been accounted for.

INVENTOR AS BULLET TARGET.

IN TEST OF ARMOUR.

In the presence of ordnance officers, representing the United States Government, and representatives of steel mills, and of the United States Rubber Company, a test was made at Dover, N.J., a few weeks back, of a bullet proof jacket and headgear, the invention of Dr. Guy Oris Brewster and Emil Heller, both of Dover. The test was made by shooting at Dr. Brewster, who wore the jacket and headgear, at a distance of sixty feet with a Springfield rifle, loaded with regulation ammunition, which carried a bullet at a velocity of 2,740 feet per second. The shot was fired by Sergeant George Shiswoll of Company C, Fifth Regiment, New Jersey National Guard. The bullet was deflected from the jacket without injury to the wearer. It failed even to make an indentation in the plate.

After the shooting Dr. Brewster, while wearing the armour, gave a demonstration of the uses to which it might be put in battle, and of the resistance it afforded when struck a hard blow with a ten-pound sledge hammer.

The merits claimed for the armour include its shock-absorbing qualities and the even manner in which its thirty pounds are distributed. The inventors say their device will not only prevent penetration and overcome the paralyzing shock effect, but will enable the soldier to charge from the trenches, shoot, use the bayonet and sabre, and throw hand grenades while wearing it. Another point is that the soldier may kneel, lie down, and rise to charge with alacrity.

Dr. Brewster has been working on his device more than eight years. About two years ago Emil Heller, a local business man, became associated with him.

"I am sorry that the concert is spoiled, but we will be ashore to-night."

Two soldiers, watching the torpedo's wake, noticed the ship changing its course, and they shook hands, mutually congratulating each other on the fact that it missed. The next moment the explosion occurred.

A Sydney lad, Michael Kearns, was among the last to leave the ship. He was playing rag-time on the piano. A patient, who was suffering from the after-effects of shell-shock, was prominent assisting other patients into the boats.

"SO LONG LETTY."

Bandmaster Heydin, as he was departing from the ship, played on the cornet "So Long Letty."

The sailors gave the troops the heartiest welcome, and shared their rations with them. A trawler brought in 130 men.

It was a wonderful sight when the vessels steamed into harbour hours later under scores of searchlights from the land batteries.

Several of the men corroborate the story that a French seaplane located and tried to bomb the submarine. It is generally believed that the submarine was subsequently destroyed.

IN THE SALIENT.

[BY AN OFFICER.]

Through a dreamy, hot Sunday afternoon in summer, officers and men lazed among the leafy surroundings of a chateau about a couple of miles behind the front line. Some slept, some bathed in the artificial lake; and some read books or wrote letters, half lying, half-sitting in the shade of the trees. It was a modern chateau such as the *bourgeois* love, turreted, jerry-built, and doll's-house-like, but luxurious withal in its greenery and silence.

Save for the constant buzzing of aeroplanes overhead, few sounds were borne on the light westerly breeze which blew towards the trenches. But all afternoon reports kept coming in from the front line; the trenches were being pounded to nothing, nobody quite knew what to expect. Last night there had been a raid and now the Bosches were retaliating. To-night there was to be a relief. None looked forward to it, and the ceaseless "roo-coo-roo-coo-coo" of woodpigeons in their leafy fastnesses made one long for the infinite peace of an English summer.

Then evening came, and an hour before dusk the men paraded for the trenches in the grass-grown farmyard. By small parties, a platoon at a time they marched away, some to follow cross-country tracks towards the canal, others going by the direct road. It was a calm and lovely aftermath, the sun setting in a golden haze, blue mists creeping up all around; the heat of the day was succeeded by a delightful freshness. Nevertheless, clouds of dust rose from the road for, as dusk fell, the great evening tide of traffic set towards the trenches. Ration parties, relieving parties, fatigue parties all moving in file; motor-lorries, ambulance, motor-cyclists, officers on horseback, orderlies on bicycles, quarter-masters and quarter-master-sergeants driving mess-carts—all these formed part of a steady stream that flowed through the first battered village. At the cross-roads the main stream ceased, the reliefs turned to the left heading straight for the Canal bank, and once more you could hear the pit-a-patter, pit-a-patter of trench boots. Queer Chinese figures the men looked in their round "tin hats" heavy-laden with kit as they were, the rifle slung on the shoulder.

THE HOUR OF RELIEF.

Now the nervous work began, for often, at this, the hour of the relief, the road would be sprayed with shrapnel. Everybody much preferred to travel by the grass tracks had there been room for all. However, the twilight is still and breathless, not a sound but the distant rattle of traffic and the pit-a-patter of the men's feet on the road. An occasional star-light rising and falling in the direction of the trenches, a low rumble far to the southward, and a passing flicker on the horizon which might be the reflection of German guns firing beyond the ridge or merely the playing of summer lightning, are almost the only signs of war. Presently, you pass the stark shell of a ruined house, guardian of a rusty railway-line, overgrown with vegetation, and then come to the engineer's dump where all traffic ceases. A congestion of troops in single file is waiting to cross the bridges. One seems to hesitate here on the threshold of Fate.

A Bosche machine-gun is trained on the wooden bridge which 30 or 40 yards ahead spans the Canal. It may sweep round at any moment, but so accustomed are the men to travelling this way that they do not increase their pace by a hair's breadth. Rather are they inclined to pause in wonderment at that most weird and wonderful of pictures: the Canal by night.

Does it remind you most of a quiet backwater in Venice or of a scene from the Earl's Court Exhibition, or of the imagined Styx where Charon ever ferries people from shore to shore; this old waterway with its countless little lights blinking against high mysterious banks and its sullen stagnant lapping water which reflects the lights, the stars, and sailing above, the cold moon. It looks seductive, exotic, populous, compared to the bleak, perilous world outside. The high banks are honeycombed with dug-outs. All around is the busy human hum, shuffling, scuffling, mysterious.

The Canal is the clear-cut border-line between humanity and the shadowy nether-world of Ypres. Now the clack-clack-clack of the machine-guns is heard, a stray bullet or two whistles high over the road, and the star-lights seem much closer. An occasional rifle shot punctures intervening silences. It is night, and with night in the Salient there comes a sense of loneliness and neighbouring death.

All scenes close behind the trenches are much the same, and this one is as others—void, barren, desolate. It is possible to travel all the way to the front line by communication-trench, but perversely the men prefer to walk as far as they are allowed to along the road. Well, the road is quicker even if a stray bullet or two does come that way. But beyond trench-headquarters, a jumbled collection of more or less spacious dug-outs, it would be sheer madness to walk on the top of the ground. Machine-guns are constantly playing across it, and at times the bullets flip through the air like a flight of birds. A number of troops are congregated here, but as long as they keep down they are fairly safe. Here, too, is the field dressing station, and a row of canvas-shrouded figures lying on stretchers and looking exactly like mummies, bespeaks the daily harvest of the trenches. They are waiting to be taken down to the Canal bank—and then carried away to the cemeteries.

AWFUL WORK.

It is awful work pushing and shoving along the communication trench towards the front line, since with full bulk of equipment there is barely room for two to pass at a time. Hence long halts when everybody shouts, "Make way! Make way!" The men coming down from the trenches look jaded and worn-out. They have had a nerve-racking day and night, heavy shelling and many casualties. "It is bloody Hell up there," they mutter; "the —— trenches are blown to bits." So they are, and far more than the greatest pessimist among us dreamed.

The first sign of it is when one comes to an immense hole right on the line of the communication trench itself, utterly blotting it out. This hole would easily contain the foundations of a fair-sized cottage, and one has to work round and beyond it to discover where the trench begins again. Somebody grunts "Minnie-wafer" and somebody else says, "No, it's a big trench-mortar." Then one remembers that this sector has a sinister reputation for the most terrible engines of war; not the trench-mortar, which is to be expected, but the minenwerfer, that super-mortar which is one of the most frightful weapons the fiendish ingenuity of the man has produced.

Beyond the crater there is a chain of brand new 5.9 holes, and beyond these two more craters, one running into the other, after which the trench is virtually at an end. Here and there you may come upon a short length of sandbag breast-work still standing and a machine-gun remains practically intact. A shining moon reveals the ghostly naked walls of certain farm buildings which in days gone by clustered round a courtyard, and these now are the only key to distance and direction. Constantly, too, you meet stray parties of men just relieved stumbling thankfully to the rear. By mistake as it were, you find yourself in a short remaining section of front line trench. The rest—parapets, parados, dug-outs, sandbags, communication-trenches—are utterly wiped out. One shell-hole succeeds another, clustering round some enormous crater in monotonous confusion; and were it not for the moonlight kindling the pools of water at the bottom, falls and involuntary wettings would be frequent.

The sentries and Lewis guns are at last relieved. There is no time to lose. Parties are immediately told off to go back for the rations and if possible to gain flank communication. The rest of the men sink down in one of the saps utterly wearied by their long walk. Everybody dreads stumbling by mistake into the German lines in the mysterious halflight. Fortunately all so far is quiet, but something sombre and foreboding seems to haunt the unusual stillness. An old soldier remarks half-humorously, "The night is yet young, boys!"—*Land and Water.*

(*Continued at foot of next column.*)

THE WAR BURDEN.

RECORD CREDIT VOTE.

In the House of Commons last month, Mr. Bonar Law, Chancellor of the Exchequer, in moving for a credit vote of £500,000,000, said, "This is the largest single vote of the war. The first vote of the financial year was expected to suffice to the end of May, but the expenditure exceeded expectations. The unexpended balance on Saturday was £89,000,000, which will suffice for a fortnight. We expended £261,000,000, which included army navy, and munitions, £173,000,000; and loans to the Allies and Dominions, £88,000,000. The alarming feature of the figures is that they represent a daily average expenditure of £7,460,000, compared with the recent estimate of £5,500,000. advances to Dominions which will be represented £2,000,000 daily, compared with £1,000,000 daily a year ago."

"Since the last vote we have had no American assistance, but America has now acted with a promptitude for which we could not be over-grateful. One item of £30,000,000 could not be regarded as real expenditure—notably, expenditures on behalf of Dominion forces and certain advance, to Dominions which will be returned during the current year. Deducting these items the daily average expenditure is about £5,600,000, but the periodic expenditure has so fluctuated that an average over short periods is an unreliable guide. There is no reason to assume that the Budget estimate will be greatly inaccurate. The greatest increase compared with the first period of the year is in army, navy, and munitions, from £2,980,000 to £4,940,000. This vote will suffice until August 1st."

The Chancellor referred to Germany's mistakes, especially her failure to understand human nature. "The success of the submarine warfare," he said, "might mean that the people of Britain will be obliged to show their staying power and suffer harships hitherto unknown. America has already shown that she is prepared to organise her full strength. Mesopotamia is now one of the most brilliant and most successful operations. We now hold securely practically the whole vilayet of Bagdad. The present battle on the west front would at any other age have been regarded as a great victory. We are still pressing the enemy with undiminished force. The number of German divisions in the present battle are double the number engaged on the Somme. Half have been withdrawn owing to losses. Our casualties have been heavy, but they are 50 per cent. to 75 per cent. less than in the Somme."

Mr. Reginald M'Kenna, ex-Chancellor, said that the Chancellor's statement was disturbing, especially as the Budget estimates had been exceeded, but this was due to the great rise in prices owing to the demand for indispensable commodities exceeding the supply.

Mr. Dillon complained that the country was not being told the whole truth concerning the operations in Syria and Salonika. The position in Greece was going from bad to worse. The *Temps* newspaper had accused the British Government of standing behind King Constantine and preventing adequate support being given M. Venizelos.

Mr. Bonar Law said that Mr. Dillon's statement that we bullied Roumania into the war at the instigation of pro-German Russia was a cock and bull story. He did not think that any intelligent man would have repeated an utterly unfounded statement. Regarding King Constantine, Mr. Dillon's statement was equally untrue. The Allies could not add to the number of their enemies by using troops to effect a revolution in Greece and put M. Venizelos in command.

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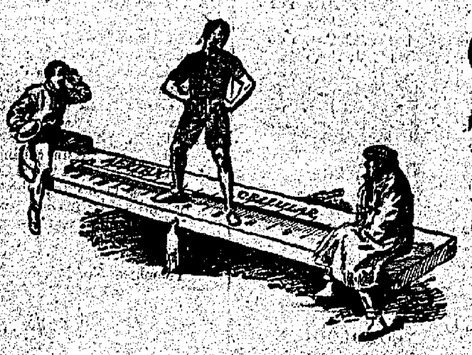
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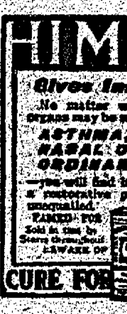
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HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 21st.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.68	29.68	29.66
Temperature ...	82	82	84
Humidity ...	82	84	79
Wind Direction ...	South	SW	SW
" Force ...	3	2	4
Weather	cq	cq	cq
Rain	0.26	—	0.02

Highest open-air Temperature on 20th 85
Lowest open-air Temperature on 21st 82

ON SALE.

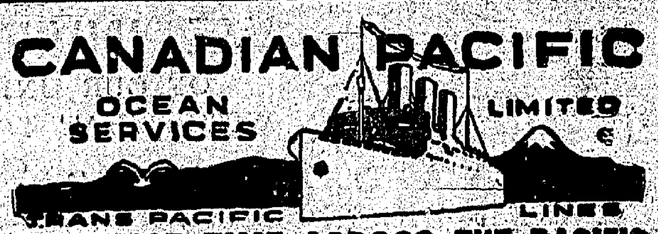
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PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SANDAKAN	"MAUSANG"	Saturday, 30th June, Noon
MANILA	"LOONGSANG"	Saturday, 23rd June, 3 P.M.
TIENTSIN	"CHIPSHING"	Thursday, 28th June, D'light
MANILA	"YUENSANG"	Saturday, 30th June, 3 P.M.

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CHINA NAVIGATION CO., LTD.

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FOR	STEAMERS	TO SAIL
WEIHAIWEI and TIENTSIN	"KUEICHOW"	On 22nd June, Noon.
PAKHOI and HAIPHONG	"KAIFONG"	On 23rd June, 11 A.M.
MANILA, CEBU and ILOILO	"TEAN"	On 26th June, Noon.
SHANGHAI	"SUNNING"	On 28th June, 4 P.M.

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S.S.	LEAVE HONGKONG ABOUT

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CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

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STEAMERS	Leave H'KONG. about	Leave S'PORE about	Due at M'SEILLES, if calling about	Due LONDON about
The Intermediate	Service is	Temporarily	Suspended.	

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NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.
For Further Information, Passage Fares, Freights, Handbooks, Dates of Sailing, etc., apply to

E. V. D. PARR.
Superintendent.

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NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY, CAPE TOWN and MADEIRA.

VICTORIA, B.C., and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	§ INABA MARU Capt. Higo	12,500	MONDAY, July, at Noon.	16th
	§ YOKOHAMA MARU Capt. Terada	12,500	WED'DAY, Aug., at Noon.	1st
SYDNEY and MELBOURNE, VIA MANILA ZAMBOANGA, THURSDAY ISLAND TOWNSVILLE AND BRISBANE.				
CALCUTTA VIA SINGAPORE, PENANG and RANGOON.				
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO.				
NAGASAKI, KOBE and YOKOHAMA.	§ AKI MARU Capt. Yoshikawa	11,500	FRIDAY, July, at 11 A.M.	13th
	§ ATSUTA MARU Capt. Itsuno	16,000	MONDAY July, at 11 A.M.	2nd
SHANGHAI, KOBE and YOKOHAMA.	§ HITACHI MARU Capt. Tominaga	13,500	WED'DAY, July, at 11 A.M.	18th
	§ IYO MARU Capt. Takano	12,500	TUESDAY, July, at 11 A.M.	31st
SHANGHAI and KOBE.	BOMBAY MARU Capt. Shimohara	8,000	SATURDAY, June.	23rd
KOBE	JINSEN MARU Capt. Nagaya	8,000	TUESDAY, July.	10th

EASTBOUND NEW YORK LINE VIA PANAMA CANAL.

(CARGO ONLY).

NEW YORK VIA SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO, PANAMA AND COLON.

§ Wireless Telegraphy.
For Further Information, apply to—

TELEPHONE NOS. 292 and 293

NIPPON YUSEN KAISHA.
R. MORI, Manager. 5

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, NAGASAKI, THE INLAND SEA, KOBE, YOKOHAMA AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed		Leave Hongkong	
SHINYO MARU	22,000 — 21	knots ...	FRI.,	22nd June
PERSIA MARU	9,000 — 14	knots ...	TUES.,	3rd July.
KOREA MARU	18,000 — 18	knots ...	TUES.,	17th July.
SIBERIA MARU	18,000 — 18	knots ...	FRI.,	27th July.
TENYO MARU	23,000 — 21	knots ...	FRI.,	10th August.
NIPPON MARU	11,000 — 15	knots ...	SATUR.,	25th Aug.

FIRST CLASS TO LONDON G$348 (£71.10.0) RETURN G$609 (£122).
" " " SAN FRANCISCO G$2.50 ... " G$437.50.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.
SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.
ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and Trans-Siberian Railway.
Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge

SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE AND VALPARAISO; THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

For Full Particulars as to Passage and Freight, apply to—

T. DAIGO, AGENT,
TELEPHONE 2374 and 2375. King's Building. 187

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SERVICE TO AND FROM JAPAN VIA SHANGHAI.
SERVICE TO AND FROM EUROPE.

Ports of call:—Yokohama, Kobe, Shanghai, Hongkong, Haiphong, Tourane, Saigon, Singapore, Colombo, Djibouti, Suez, Port Said, Marseilles.

SPECIAL SUMMER RATES TO JAPAN.

1st Class Return tickets from 1st June, 1917, to 31st October, 1917, and interchangeable only with PENINSULAR and ORIENTAL S. N. Co. for return journey.
FARES: TO KOBE, $135.00; TO YOKOHAMA, $150.00

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.
Return Tickets to Europe available two years
Return Tickets to Intermediate Ports available six months.

For full particulars regarding sailings, apply to

P. THOMAS, Agent,
TELEPHONE 740. Queen's Building. 2

O. S. K.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

North American Line.

(TRANS PACIFIC).

FOR VICTORIA, SEATTLE AND TACOMA, VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, AND YOKOHAMA.

"MEXICO MARU"	Leaving June.
"HAWAII MARU"	Leaving July.

NORTH AMERICAN LINE—This line maintains a regular fortnightly service between Hongkong and Puget Sound ports touching at intermediate ports in Japan. Overland cargo taken on through Bills of Lading for U.S.A. and connections are made at Puget Sound ports with the Chicago, Milwaukee and St. Paul Railway.

SOUTH AMERICAN LINE—Every three months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

AUSTRALIAN LINE—Monthly service between Japan and Adelaide, calling at Auckland, N. Z., Sydney and Melbourne.

BOMBAY LINE—Fortnightly service for Bombay calling at Singapore, Port Swettenham, Penang, and Colombo. At present this line's steamers maintains cargo only.

JAVA LINE—Monthly service for Java ports calling at Manila, Sandakan and Macassar. Booking for passengers and cargo to the ports.

FOR SAILING DATES AND FURTHER PARTICULARS REGARDING PASSENGER OR FREIGHT APPLY AT OFFICE.

FORMOSAN LINE—For Tamsui, Keelung and Anping, Takao, via Swatow and Amoy.

"JOSHIN MARU"	MONDAY,	25th June, at 10 A.M.
"AMAKUSA MARU"	TUESDAY,	26th June, at Noon.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the wharf Telephone No. 76 will be found.

For FURTHER INFORMATION, apply to—

M. HIGUCHI, Manager.
No. 1, Queen's Building.
TEL. Nos. 744 and 745. 42

BEFORE LEAVING FOR HOME ON A HOLIDAY ORDER THE "HONGKONG WEEKLY PRESS"

TO BE SENT TO YOU, AND SO

KEEP IN TOUCH WITH THE FAR EAST.

ALL THE NEWS OF THE WEEK FULLY RECORDED.

INCLUDING THE MOVEMENTS OF THE LOCAL MARKETS.

24 PAGES! 24 PAGES! 24 PAGES

POST OFFICE NOTICE.

*Particulars of outgoing and incoming Mails, other than those shown below, will not be advertised in future.

The Post Office will forward all correspondence posted by the fastest routes.

Correspondence addressed to enemy subjects in China, Siam, Liberia, Portuguese East Africa, Persia and Morocco cannot be transmitted.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

LOCAL AND REGULAR MAILS OUTWARD.

For	On Week-Days	On Sundays & Holidays
Tai O	5.00 P.M.	—
Tai Po	10.00 A.M	9.30 A.M.
Cheung Chow	2.00 P.M.	
Shataukok, Shatin and Sheungshui	4.00 P.M.	—
Aberdeen, Antau, Ping Shan, Sai Kung Santin, Stanley	4.30 P.M	
Canton Samshui and Wuchow	7.30 A.M. Regis. 5.00 P.M Letters 6.00 P.M.	5.00 P.M.
Macao	7.15 A.M. 1.30 P.M. 6.00 P.M.	9.00 A.M.
Kongmoon	Except Saturdays	5.00 P.M
Namtau and Sammei	5.00 P.M.	5.00 P.M.
Shamchun	10.00 A.M. 4.00 P.M	9.00 A.M.

From Sheungwan Western Branch P.O.

For	On Week-Days	On Sundays & Holidays
Macao	7.30 A.M. 1.30 P.M.	8.30 A.M. 7.30 A.M. 1.30 P.M.
Canton	7.30 A.M. 9.30 P.M.	9.30 P.M. 7.30 A.M. 9.30 P.M.
Tai Ping Tung	9.30 P.M.	9.30 P.M.
Shek Ki	9.30 P.M.	9.30 P.M.
Kongmoon	6.00 P.M.	6.00 P.M.
Kumchuk	6.00 P.M.	6.00 P.M.
Kaukong	6.00 P.M. Except Saturdays.	6.00 P.M.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

BROSSARD & MOPIN,

Reinforced Concrete Specialists, Saigon.

REINFORCED CONCRETE.

We are fully equipped to design and build any structure of reinforced concrete, such as

Buildings: Godowns, factories, foundations, frames, floors, roofs of residential quarters, offices, foundations in bad ground.

Wharves, Bridges, Culverts, Chimneys, Towers, Reservoirs, Bins.

Retaining Walls, Dams, etc.

Designs and estimates on application.

WM. C. JACK & CO., LTD.,

AGENTS, HONGKONG. 27

FORTHCOMING EVENTS.

Wednesday, 27th June:—

10 a.m.—Auction of Old and Surplus Naval and Victualling Stores at Naval Yard and at Kowloon Depot, by Messrs. Hughes & Hough.

Thursday, 28th June:—

10 a.m.—Auction of Old and Surplus Naval and Victualling Stores at Naval Yard and at Kowloon Depot, by Messrs. Hughes & Hough.

Tuesday, 31st July:—

Noon—Auction of Valuable Leasehold Property from the Liquidators of Messrs. Jebsen & Co., at Sales Rooms, by Mr Geo. P. Lammert.

Monday, 13th Aug.:—

3 p.m.—Auction of Valuable Leasehold Property at Sales Rooms, by Messrs. Hughes & Hough.

Monday, 27th Aug.:—

Noon—Auction of Valuable Leasehold Property from the Liquidator of Messrs. Witske & Co., at Sales Rooms, by Mr. Geo. P. Lammert.

香港中外新報

CHUNG NGOI SAN PO

(Chinese Daily Press).

PUBLISHED DAILY.

Is the oldest and still immeasurably the best Advertising medium among the Native Community.

Established for over FIFTY YEARS.

Circulates largely throughout Southern China, Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Voeux Road Central, Hongkong, 131, Fleet Street, London or from the different Agents.

Documents translated from or into Classical or Colloquial Chinese.

BANK

BANQUE INDUSTRIELLE DE CHINE.

CAPITAL (¼ Paid up) ... Francs 45,000,000

President André Berthelot,

General Manager A. J. Pernotte.

HEAD OFFICE: 74, Rue Saint Lazare, PARIS.

BRANCHES in PEKING, SHANGHAI, TIENTSIN AND HONGKONG.

BANKERS:

In FRANCE: Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France.

In LONDON: London County & Westminster Bank, Ltd.

In ITALY: Banca Commerciale Italiana.

Telegraphic Address: CHIBANKIND.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking and Exchange business transacted.

M. ROUET DE JOURNEL, Manager.

HONGKONG BRANCH, 5, Queen's Building, Tel. No. 2352. Hongkong, 14th May, 1917. [635

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session, 1916.

REVISED BY THE MEMBERS.

PRICE $5.

DAILY PRESS OFFICE.

COMMERCIAL.

CLOSING QUOTATIONS.

	June 21st
ON LONDON.—	
Telegraphic Transfer	2/5⅞
Bank Bills, on demand	2/5⅝
Bank Bills, at 30 days' sight	2/5⅝
Bank Bills, at 4 months' sight	2/6
Credits, at 4 months' sight	2/5⅞
Documentary Bills 4 months' sight	2/6⅛
ON PARIS.—	
Bank Bills, on demand	344
Credits, at 4 months' sight	351½
ON NEW YORK.—	
Bank Bills, on demand	59⅜
Credits, at 60 days' sight	—
ON BOMBAY.—	
Telegraphic Transfer	—
Bank Bills, on demand	nom.
ON CALCUTTA.—	
Telegraphic Transfer	—
Bank Bills, on demand	nom.
ON SHANGHAI.—	
Bank Bills, at sight	nom.
Private, 30 days' sight	—
ON YOKOHAMA.—On demand	115½
ON MANILA.—On demand—Pesos	112½
ON SINGAPORE.—On demand	106
ON BATAVIA.—On demand	148½
ON HAIPHONG.—On demand	4-⅞ pm.
ON SAIGON.—On demand	3⅛ pm.
ON BANGKOK.—On demand	65⅛
SOVEREIGN, Bank's Buying Rate	$7.85
GOLD LEAF, 100 fine, per tael	$47.00
BAR SILVER, per oz.	39½d.

SUBSIDIARY COINS.

	per cent
Hongkong 20 cents pieces	$0.02 Premium
Hongkong 10 "	par 0.00 "
Canton 20 "	$4.36 discount
Canton 10 "	$5.00 "

THE PRIME FAVOURITES EVERYWHERE.

MEDIUM FLAVOUR

"CAPSTAN"

CIGARETTES

ARE NOW SOLD IN MAGNUM SIZE.

This Advertisement is issued by British-American Tobacco Co., Ltd. [15

SHARE LIST.—QUOTATIONS.

HONGKONG, 21ST JUNE, 1917.

Stocks.	Paid up Value.	Official Quotation 10.30 A.M.	Closing Quotation.	Last Dividend.
BANKS.—				
Hongkong and Shanghai	$125	$700, sellers		£4 16/- for 1916
INSURANCES.—				
Cantons	$50	$242½		$25 for 1915
China Fires	$20	$143, buyers		$9 for 1915
Hongkong Fires	$50	$325, sellers		$27 for 1915
North China	£5	T. 150		15% int. account 1916
Unions	$100	$780, sellers		$60 for 1915
Yangtszes	$60	$190		$21 for 1915
SHIPPING.—				
Douglas S.S. Co.	$50	$86		$5 int. a/c 1916/17
Canton Steamboats	$15	$17½, sales		$1.25 for 1916
Indo-China Pref.	£5	$40, sellers		6/- for 1916
Do. Def.	£5	$105, sellers		50/- for 1916
Star Ferry Co.	$10	$29½		$2.10 for year ending 30-4-17
REFINERIES.—				
China Sugars	$100	$100½		$12 for 1916
Malabon Sugars	P30	$29, buyers		5 Ps. for 1916
DOCKS, WHARVES AND GODOWNS.—				
Kowloon Wharf Co.	$50	$75 s. & e.		$4 and bonus of $2 for 1916
H. and W. Dock Co.	$50	$117, buy.		$5 and bonus of $6 for 1916
Shanghai Docks	Tls.100	T. 92, sales		Tls. 7½ for year ending 30-4-16
LANDS, HOTELS, AND BUILDINGS.—				
Central Estates	$100	$99, sellers		$7 for 1916
Hongkong Hotels	$50	$99, sellers		$3 for ½ year
Hongkong Lands	$100	$93, buyers		$7 for 1916
Humphreys Estates	$10	$6.30, sellers		40 cents for 1916
Kowloon Lands	$30	$33		$2 for 1916
West Points	$50	$75, buyers		$5.25 for 1916
OILS.—				
Langkats	£10	Tls.15½, buy		Tl. 1 for year ending 31-10-16
Shells	£1	118 -		2/- int. account 1916
Ural Caspian	£1	35/-		9% for 1915/16
MINING.—				
Kailans	£1	53 -, buyers		1/- int. a/c. year ending 30-6-17
Raubs	£1	$2.45		None since 1910
Tronoh	£1	26/9		4/- int. account 1916
COTTON MILLS.—				
Ewo	Tls. 50	T. 157½		Tls. 9 for year ending 31-10-16
Kung Yik	Tls. 10	T. 14.40, buy		T. 0.90 for year ending 30-11-16
Shanghai	Tls. 50	T. 123, sales		Tls. 6 for year ending 30-6-16
Yangtsepoo	Tls. 5	T. 5½, buy.		Nil for 1915
MISCELLANEOUS.—				
China Borneos	$12	$7		60 cents for 19 6
China Lights	$5	$4.4		None since 1906
China Providents	$10	$7.70, buy.		70 cents for 1916
Dairy Farms	$6	$23		$3 for year ending 31-7-16
Green Island Cement	$71	$7.60		60 cents for 1916
Hongkong Electrics	$10	$48, buyers		$3 for year ending 28-2-17
Hongkong Ices	$25	$151		$11 for 1916
Hongkong Ropes	$10			$2 and bonus of $1 for 1916
Hongkong Steels	$10	$37		None for year ending 31-5-16
		$10		
Hongkong Trams	5/-	$6.40, buy.		90% for 1916
Peak Trams Old	$10	$9.10		72 for year ending
Do. New	$1	$0.90		do. [30-4-17
Steam Laundries	$5	$3.40, buy.		25 cents for year ending 31-5-16
Union Waterboats	$7	$13		$1.25 for 1916
Watson & Co	$10	$6, buyers		70 cents for 1916
Wm. Powell, Limited	$7	$6½, sellers		None since 1914

Rubbers (Singapore Currency)	Paid up Value.	Year Ends	Latest Quotation.	Dividend for Last Year.	Int. Div. to Date.
Alor Gajahs	$1	Sept.	$4.05	65 p. c.	20 p. c.
Ayer Panas	$5	Jan.	$11.50	25 p. c.	—
Glenealy	$1	Oct.	$2.40	90 p. c.	10 p. c.
Kedah	$1	Apl.	$4.25	42½ p. c.	30 p. c.
Kempas	$3	June	$7.75	40 p. c.	15 p. c.
Malaka Pindas	$1	Aug.	$2.55	30 p. c.	10 p. c.
Malakoff	$2	Dec.	$4.00	30 p. c.	—
New Serendah	$2	Dec.	$4.20	25 p. c.	—
Sandycroft	$2	Jan.	$4.75	33 p. c.	20 p. c.
Tapah	$10	Dec.	$19.00	35 p. c.	10 p. c.
Plantation Rubber in London			2/9		

VERNON & SMYTH. Share Brokers.

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000

Reserve Funds:—

Sterling £1,500,000, at 2/— $15,000,000

Silver $18,500,000

$33,500,000

Reserve Liability of Proprietors $15,000,000

COURT OF DIRECTORS:

Hon. Mr. S. H. DODWELL—Chairman.

J. A. PLUMMER, Esq.—Deputy Chairman.

Hon. Mr. C. E. Anton, A. H. Compton, Esq., G. T. M. Edkins, Esq., C. S. Gubbay, Esq., E. V. D. Parr, Esq., W. L. Paitenden, Esq., Hon. Mr. P. H. Holyoak.

CHIEF MANAGER: Hongkong—N. J. STABB, Esq.

MANAGER: Shanghai—A. G. STEPHEN, Esq.

LONDON BANKER: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per annum.
" 6 " 3½ " "
" 12 " 4 " "

N. J. STABB, Chief Manager.

Hongkong, 6th June, 1917. [9

THE BANK OF CHINA GOVERNMENT BANK.

(SPECIALLY AUTHORISED BY PRESIDENTIAL MANDATE OF 15TH APRIL, 1913.)

Authorised Capital $50,000,000

Paid-up Capital $10,000,000

HEAD OFFICE—PEKING.

BRANCHES AND SUB-BRANCHES, SHANGHAI: NANKING: Chinkiang, Yangchow, Wusieh, Wuhu, Anahing, Tatung, Tsinkiangpo, Soochow. HANKOW: Shashi, Ichang, Nanchang. TIENTSIN: Paoting, Tongshan, Luanhsien, Tsanghsien, Haingtai. HANGCHOW: Welchow, Shaohsin, Chiahsin, Lanchi, Huchow, Ningpo. KAIFENG: Changteh, Sinyang, Loho, Chowkou. TSINAN: Chowtsun, Tsuhsien, Linchi, Lintsing, Tsinien, Yihtuh, Huiming, Chefoo, Tsingtao. TAIYUAN: Yuncheng. FOOCHOW. CHANGCHUN: Kirin, Moukden, Newchwang, Dairen, Harbin, Taitsihar, Tieling, Chinchow, Antung. CANTON, KUNIYANG, PEKING, Kueihua Suiyuancheng, etc., etc.

CANTON BRANCH.

Interest allowed on current accounts and Fixed Deposits. Terms on application. Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home Exchange

Hongkong 13th October, 1914. [574

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853

HEAD OFFICE—LONDON.

Paid-up Capital £1,200,000

Reserve Fund £1,900,000

Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

T. C. DOWNING, Manager.

Hongkong, 8th May, 1917. [141

BANKS

THE BANK OF TAIWAN, LIMITED (TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed Yen 20,000,000
Capital Paid-up " 15,000,000
Reserve Funds " 5,030,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES:

JAPAN—KOBE, OSAKA, TOKIO & YOKOHAMA.
FORMOSA—AKO, GIRAN, KAGI, KARENKO, KELUNG, MAKUNG, PINAN, SHINCHIKU, TAICHU, TAIWAN, TAKOW, TAMSUI.
CHINA—AMOY, CANTON, FOOCHOW, HANKOW, KIUKIANG, SHANGHAI, SWATOW
OTHERS—HONGKONG, LONDON, SINGAPORE SOMBARAIA, SEMARANG & NEW YORK

LONDON BANKERS: Capital and Counties Bank, London, and South-Western Bank, Parr's Bank.

The Bank has Correspondents in the Commercial centres of Russia, Manchuria, Indo China, India, Philippine Islands, Java, Australia, America, and elsewhere.

Interest allowed on Current Account, Fixed Deposits, and Savings Deposits at rates which will be quoted on application.

N. YANAGITA, Manager.

HONGKONG BRANCH, 3, Des Voeux Road, Hongkong, 22nd May, 1917. [600

THE MERCANTILE BANK OF INDIA, LIMITED

HEAD OFFICE: 15, Gracechurch St., London.

Authorised Capital£1,500,000
Subscribed " 1,125,000
Paid-up " 562,500
Reserve Fund " 600,000

BANKERS:

THE BANK OF ENGLAND,
THE LONDON JOINT STOCK BANK, LIMITED.

BRANCHES:

Bombay	Galle	Karachi	Penang
Calcutta	Hongkong	Kobe	Rangoon
Colombo	Howrah	Kuala Lumpur	Shanghai
Delhi	Kandy	Madras	Singapore
Port Louis (Mauritius).			

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

C. CHAMPKIN, Acting Manager.

Hongkong, 26th May, 1916. [132

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB, Chief Manager.

Hongkong, 2nd November, 1914. [10

Printed and Published by HENRY ADOLPHUS CARTWRIGHT, for THE HONGKONG DAILY PRESS, LTD., at 10A, Des Voeux Road Central, Victoria, Hongkong; London Office: 131, Fleet Street, E.C.